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Journal of the Royal National Lifeboat Institution

Autumn 1983 30p



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# THE LIFEBOAT

Autumn 1983

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Volume XLVIII  
Number 485

*Chairman:*

THE DUKE OF ATHOLL

*Director and Secretary:*

REAR ADMIRAL W. J. GRAHAM, CB MNI

*Editor:*

JOAN DAVIES

*Headquarters:*

Royal National Lifeboat Institution,  
West Quay Road, Poole, Dorset BH15  
1HZ (Telephone Poole (0202) 671133).  
Telex: 41328.

*London Offices:*

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

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### COVER PICTURE

*Humber lifeboat, the 54ft Arun City of Bradford IV, off Spurn Point. The lifeboat, her coxswain, Brian Bevan, and his crew are the subject of a comprehensive BBC1 television documentary series due to start in late Autumn. To film the seven parts, cameraman Paul Berriff, who took the cover picture, lived for four months in a caravan at the end of Spurn Point, the remote promontory at the mouth of the River Humber where the lifeboat is stationed. He was able to film all the rescues over the period and the series shows how closely the lifeboatmen and coastguards work together. Paul Berriff also captured the lifestyle of the seven full-time lifeboatmen and their families who live on this lonely station. Transmission dates will be announced by the BBC nearer the time.*

**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 Winter issue of THE LIFEBOAT will appear in January and news items should be sent by the end of October. News items for the Spring issue should be sent in by the end of January.

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## NOTES OF THE QUARTER

THE FOURTEENTH International Lifeboat Conference was formally opened by HRH Prince Bertil of Sweden on June 5 in Gothenburg. More than 50 papers on subjects of mutual interest were presented to delegates from 24 lifeboat societies from all parts of the world. HM The King of Sweden attended one session of the conference and watched a rescue demonstration in which lifeboats, helicopters, pilot boats and police launches all took part.

The Swedish Lifeboat Society had delayed its seventy-fifth anniversary celebrations a year to coincide with the conference, for which it was the host, and received commemorative certificates and gifts from other lifeboat organisations throughout the world.

A small conference exhibition was dominated by British exhibitors: Fairey Allday Marine, Lochin Marine, Halmatic/Osborne Rescue Boats, Functional Clothing and the Robert Gordon School of Survival.

At the conference two greatly respected figures in the international lifeboat movement who had died since the ILC had last met in 1979 were greatly missed: Consul Hermann Helms, former chairman of the West Germany Lifeboat Institution, and Admiral François Picard-Destelan, former vice-president of the French Lifeboat Society. Both had contributed much to the international co-operation which exists between the world's lifeboat services.

A report of the conference appears on page 262.

### Committee of Management

Invitations to join the Committee of Management have recently been accepted by Mr Rodney Addison, OBE, Mr Robin Aisher, Mr George King, CBE, and Captain Anthony McCrum.

Mr Addison, an Aberdeen lawyer, has been chairman of Aberdeen branch since 1975; he has been a member of the branch almost continuously since 1954 and served as honorary secretary (finan-

cial) from 1968 to 1975. Mr Addison has also served as a member of the Scottish Lifeboat Council's Executive Committee since 1968 and of the RNLI's Fund Raising Committee since 1971. He was awarded the silver badge for long and distinguished service in 1978.

Mr Aisher, a director of Marley plc, is a well known yachtsman, chosen Yachtsman of the Year in 1977, who has represented Great Britain at three Olympic Games, winning a bronze medal in 1968, and in four Admiral's Cup series; he was team captain for the Montreal Olympics in 1976 and Admiral's Cup team captain in 1975 and 1981. Mr Aisher has given long service to the Royal Yachting Association, including chairmanship of the Olympic Committee from 1972 to 1976, and of the Yacht Racing Division Committee from 1978 to 1982, and he has been a representative on the International Yacht Racing Union Permanent Committee since 1971. He is also a member of the National Sports Council and vice-commodore of the Royal Ocean Racing Club.

Mr King, who first joined the Blue Funnel Line as a midshipman in 1941, was managing director of BP Tanker Company from 1975 until his retirement in 1981. While serving as an officer with

BP he wrote the textbook *Tanker Practice* which became a standard work for a quarter of a century and, among other appointments, he was chairman of the Tanker Committee, chairman of the International Chamber of Shipping, deputy chairman of the London General Shipowners Society and served on the Executive Committee of Lloyd's Register of Shipping. Mr King, a fellow of the Royal Institute of Navigation, is chairman of the Marine Society, a younger brother of Trinity House, and a liveryman of the Honourable Company of Master Mariners and of the Worshipful Company of Shipwrights.

Captain McCrum served in the Royal Navy from 1936 to 1964. Since then, his career in industry has included personnel posts in British Steel and the Redland Group; he was a member of the Redland Management Board from 1979 until his retirement in 1983.

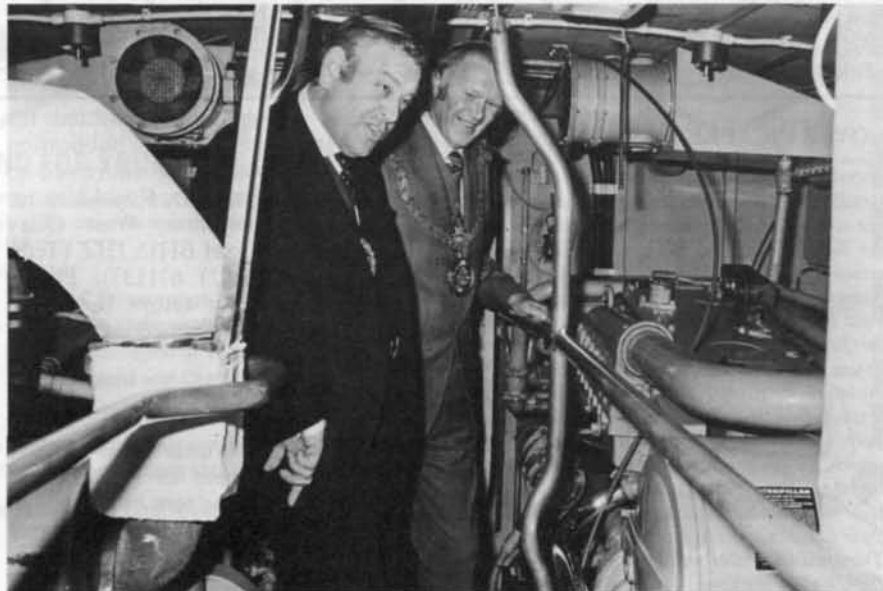
### British maritime appeal

To celebrate 100 years in the match industry and also Maritime England Year, J. John Masters, the match manufacturers, launched a British maritime appeal in 1982. For every case of matches or 20 lighters sold, the company donated £1 to a maritime charity, the retailer choosing the charity from a

*During the International Lifeboat Conference at Gothenburg the Duke of Atholl, chairman of the Institution, presented to Captain Hans Hansson, chairman of the Swedish Lifeboat Service, the Institution's silver medal and a special vellum to commemorate the seventy-fifth anniversary of the Swedish Society, Svenska Sällskapet for Raddning af Skeppsburna, founded in 1907.*



*(Below) When The Right Hon The Lord Mayor of London, Sir Anthony Jolliffe, CBE was in Weymouth during the summer, he visited the lifeboat station and was shown all over the 54ft Arun Tony Vandervell. He is seen here (l) in the engine room with Councillor Michael Jewkes, Mayor of Weymouth and Portland.*





#### On station

The following lifeboats took up station duties during the period from mid May to mid August 1983:

*Weston-super-Mare*: Atlantic 21 rigid inflatable lifeboat B557, *Weston Centenary*, May 25.

*Whitstable*: Atlantic 21 rigid inflatable lifeboat B560, *British Diver*, July 10.

*Exmouth*: 33ft Brede class lifeboat 33-06, RNLB *Caroline Finch*, August 4.

#### Open days

RNLI headquarters and depot at Poole will, for the second time, be opened to lifeboat supporters and the general public for three days next summer: July 19, 20 and 21. Fuller details of the programme will be published later, but please note the dates in your diary.

#### Telephone change

From October 29 the telephone number of the RNLI's office at Aberdare House, Mount Stuart Square, Cardiff, will be Cardiff (0222) 488500; there will still be two lines but both will have the same number.



(Above) More than 2,000 people attended an open air Songs of Praise organised by St Austell branch at Charlestown Harbour on July 10. The service was led by the Reverend David Apps.

photograph by courtesy of C. H. Barrett

At Poole on Tuesday July 12 The Duke of Atholl (r) presented a framed letter of thanks to Mr Colin Ganderton, managing director of J. John Masters, which, celebrating its centenary, has given more than £54,000 to the RNLI. The Duke had just received a final cheque for £26,804.

list of four nominated by the company. The RNLI was chosen as one of the beneficiaries and J. John Masters presented the Institution with cheques totalling more than £54,000. A framed record of thanks, signed by the Duke of Atholl, chairman of the Institution, has been presented to J. John Masters.

#### RNLI national lottery

The RNLI national lottery continues to grow in popularity and in money raised. The figure reached in just one quarter has been as much as £42,000 and, to encourage ticket sales further, the Fund Raising Committee has decided to increase the prize money. From the twenty-fourth lottery, which will be drawn on January 31, 1984, the first prize will be increased to £2,000 and there will be seven additional prizes of £100 each, so that the number of prizes in all will be 20 instead of 13 as at present.

From now on, THE LIFEBOAT will carry £5 worth of lottery tickets, and extra tickets can be supplied, on request, from RNLI HQ in Poole. The support of readers in taking lottery tickets themselves or selling them among their friends is greatly appreciated but of course there is no obligation to take part; if you do not wish to use the tickets, please destroy them.

## ANNUAL MEETINGS 1984

### South Bank, London, Tuesday May 15

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

**Annual Presentation of Awards:** the afternoon meeting will be in the main auditorium, the Royal Festival Hall.

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

## 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:

#### Barrow

Shore Helper F. Moore, BEM

#### Barry Dock

Second Coxswain G. D. Thomas

#### Dover

Coxswain/Assistant Mechanic A. G. Hawkins

#### Eastbourne

Crew Member A. V. Walker  
Shore Helper F. Tyhurst

#### Falmouth

Crew Member C. M. J. B. Timmins

#### Fleetwood

Motor Mechanic M. Griffin

#### Ifracombe

Coxswain D. W. Clemence  
Crew Member L. R. J. Boyle  
Crew Member J. A. Clemence  
Shore Helper D. R. Hobman  
Shore Helper C. W. Knill

#### Kilmore

Shore Helper N. Wickman

#### Lytham-St Anne's

Assistant Mechanic B. Pearson  
Crew Member D. Topping

#### New Brighton

Crew Member E. B. Brown

#### Poole

Coxswain/Mechanic F. P. Ide

#### Stromness

Coxswain A. Sinclair

#### Sunderland

Second Coxswain J. R. Todd  
Crew Member K. O'Neill

#### Swanage

Coxswain/Mechanic V. A. C. Marsh

#### Walmer

Shore Helper H. J. Mercer  
Shore Helper K. R. Steyler

#### Walton and Frinton

Coxswain D. Finch  
Second Coxswain R. Kemp  
Motor Mechanic J. Berry  
Assistant Mechanic K. Richardson  
Crew Member D. Halls  
Crew Member B. Oxley

#### Weston-super-Mare

Crew Member M. Hawkings  
Crew Member J. Morris  
Crew Member R. Varco  
Crew Member B. Watts  
Crew Member J. Watts

# LIFEBOAT SERVICES

## West Division

### Breeches buoy

HOLYHEAD COASTGUARD informed the honorary secretary of **Moelfre** lifeboat station at 0945 on Sunday August 29, 1982, that a distress call had been received from a small boat aground on rocks at Dulas Island, two miles north north west of the station. Maroons were fired and at 0958 the 37ft Oakley relief lifeboat *The Vincent Nesfield*, on temporary duty at Moelfre, was launched on service under the command of Coxswain William Roberts.

The morning was overcast and heavy rain driven by a south-south-westerly gale, force 8, was reducing visibility. It was 2½ hours after high water.

The sea in the lee of the land was moderate and Coxswain Roberts set a north-westerly course towards Dulas Island at full speed. No radio communications were possible with Holyhead Coastguard, so Ramsey Coastguard acted as co-ordinating authority for this service. With the wind on the quarter, a moderate quartering sea and a favourable tide, good progress was made. Arriving off Dulas Island at 1015, Coxswain Roberts took the lifeboat to the west of its southern end where he could see the casualty, the 42ft trimaran *Triple Jack*, with two people on board. The boat was hard aground on the Garnog, a reef of rocks that extends to the south of the island.

*Triple Jack* had been at anchor sheltering from the weather in the entrance to Traeth Dulas, on Anglesey, but with the strong ebb tide that sweeps out of the estuary and the gale, she had dragged her anchor to the north east; she had grounded, heading south south west, on a rock which dries out. She already had a slight list to starboard developing and was in danger of capsizing as the tide fell.

The wind, now from south west, had freshened and was gusting to strong gale, force 9. In the more open waters of the bay the sea was moderate to rough. A strong ebb tide was running and on the shoal ground near the trimaran the sea was confused. The wind was taking the tops off the waves and the almost continuous spray, coupled with the heavy rain, was reducing visibility considerably.

Coxswain Roberts realised that there

was no possibility of taking the lifeboat alongside the trimaran, so he told the Coastguard that he would try to take off her people by breeches buoy. He took the lifeboat to the south south east of *Triple Jack* and anchored, but, as he veered down, it was soon clear that the wind and tide were taking him in too close to the trimaran and the dangerous rocks. He weighed anchor and made a second attempt further east, but had to move still further to the east and anchor a third time before the lifeboat was successfully veered down to a position about 20 yards south of the trimaran.

The breeches buoy equipment was prepared on deck and, on the second attempt, a line was passed by rocket. Block and veering lines were then hauled across and made fast by the trimaran's crew. It was now 1045. The two people on board, father and son, were successfully pulled to, and taken aboard, the lifeboat, where they were made warm and comfortable by the crew. This operation, carried out in driving spray and rain, was completed at 1102.

While pulling the survivors through the water, the additional strain on the lines tended to pull the lifeboat towards the dangers, but although the boat touched submerged rocks three times she was not damaged.

On recovery of the breeches buoy and veering lines, Coxswain Roberts weighed anchor and set course for Moelfre. For the return passage wind and sea were on the bow, with heavy spray driving overall. The lifeboat came alongside her slip at Moelfre and landed the two men at 1125. Both were cold and wet but after warm drinks, a warm bath and a change of clothing they showed no ill effects from their ordeal. The lifeboat was rehousing and once again ready for service at 1200.

**Mablethorpe:** After putting ashore two injured men from the grounded barge *Almecco*, Helmsman William Tuplin (l) and Crew Member Wayne Docking prepare to relaunch the D class inflatable lifeboat to return to the casualty. The third lifeboatman, John Mayfield, had remained aboard *Almecco* with the barge's third crew member (see report above).



For this service the thanks of the Institution inscribed on vellum were accorded to Coxswain William J. Roberts and vellum service certificates were presented to Second Coxswain John M. Thomas, Motor Mechanic Evan O. Jones and Crew Members Hefin Rowlands, Rodney Pace and Roy Thomas.

## East Division

### Barge aground

THE STATION HONORARY SECRETARY of **Mablethorpe** lifeboat station was informed by Humber Coastguard at 1030 on Tuesday October 12, 1982, that the barge *Almecco* had grounded overnight. An attempt was to be made to refloat her, so it was agreed that the lifeboat crew should be alerted. At 1350 the Coastguard telephoned a stand down but five minutes later came a request for an immediate launch because two of the three men aboard the barge had been injured. Mablethorpe's D class inflatable lifeboat was launched from the beach into the surf at 1400 manned by Helmsman William Tuplin and Crew Members John Mayfield and Wayne Docking.

It was a cloudy afternoon, but clear, with a moderate breeze, force 4, blowing from south south west and a heavy onshore swell. It was three quarters of an hour before high water.

Once clear of the surf full speed was made towards the barge, 1½ miles to the north, and the lifeboat reached her at 1410. *Almecco* was aground about a quarter of a mile off the beach in surf on the outer side of a bank; her head was lying to the south east but being knocked back towards the south. Apparently she had grounded during the night on a falling tide. At low water her crew had

carried out a kedge anchor to seaward; then, as the barge started to lift about an hour before high water, the crew had started to heave on the hand windlass. The rise and fall of the bows in the surf had been too great for the windlass and it had sheered, injuring the skipper and one of his crew.

The inflatable lifeboat was taken round the barge's stern, through the surf and alongside her starboard side, forward, as she lay beam on to the six-foot breaking surf, rolling heavily. The lifeboat's painter was thrown up to her uninjured crew member, but he did not manage to make it fast and the inflatable lifeboat was thrown off.

A second approach was made and Crew Member Docking, a tall and very strong young man, held the lifeboat alongside against a tyre fender while Crew Member Mayfield climbed aboard the barge taking the painter with him; he made the line fast to the barge and it was then taken back and made fast to the inflatable lifeboat's forward port-side grab handle. The outboard engine was stopped and Crew Member Mayfield started to check the two injured men.

The barge's rise and fall was causing the lifeboat to pitch and toss and the grab handle parted. The painter was let go, the engine restarted and the lifeboat was held alongside by her engine and the strength of Crew Member Docking.

Crew Member Mayfield was tending the injured men when the barge rolled heavily in a large swell throwing him overboard clear of the lifeboat's stern. He climbed back on to the inflatable and then back on to the barge to carry on with his task. The barge's skipper was unconscious and appeared to have a broken arm; the second injured man also appeared to have a broken and badly injured arm.

While Helmsman Tuplin held the lifeboat alongside Crew Member Mayfield handed the two injured men down to Crew Member Docking. Crew Member Mayfield stayed aboard the barge with the remaining member of her crew. The inflatable lifeboat was beached and the two injured men taken ashore to an ambulance. It was 1440.

Meanwhile **Humber's** 54ft Arun lifeboat *City of Bradford IV* had slipped her moorings at 1425 under the command of Superintendent Coxswain Brian Bevan; it was decided that she should continue to *Almece* to try to refloat her. Mablethorpe's inflatable lifeboat headed back to the barge, picked up Crew Member Mayfield and stood by outside the surfline. Humber lifeboat arrived at 1506 just after high water and a tow was connected. By this time, however, the barge was hard aground again and could not be moved. By 1550 the attempt to haul her clear was abandoned. Mablethorpe inflatable lifeboat made another run in close to the barge's starboard side so that the third bargeman could jump aboard, to be landed on the beach. Mablethorpe

lifeboat then returned to station. She was beached at 1615 and was rehoused at 1645. Humber lifeboat was back on her moorings at 1655.

Both Humber and Mablethorpe lifeboats launched again when, on the following day, October 13, it was learnt that an attempt was to be made to refloat *Almece*. The barge was refloated safely, however, without further assistance. She got under way south while the two lifeboats returned to station.

For this service framed letters of thanks signed by the Duke of Atholl, chairman of the Institution, were presented to Helmsman William Tuplin and Crew Members John Mayfield and Wayne Docking.

## Scotland North Division

### MFV sinks

MFV *GRATITUDE*, on passage from Lerwick to Macduff, sent a MAYDAY distress call at 0133 on Sunday April 24 to say that she had struck rock at Sumburgh Head; she was still afloat but needed immediate help. Shetland Coastguard informed the honorary secretary of **Lerwick** lifeboat station and by 0145, just 12 minutes later, the 52ft Arun lifeboat *Soldian* had slipped her moorings and was on her way under the command of Coxswain/Mechanic Hewitt Clark.

It was a very cold, dark night with low cloud. A fresh breeze, force 5, was blowing from east north east and the sea was moderate.

When the lifeboat set out on the 20-mile passage south nothing more had been heard from *Gratitude* and it was assumed that she had sunk. From a VHF/DF bearing received the Coastguard thought she might be one mile east of Sumburgh Head, although there was no cross bearing available to fix the position.

At 0155 the lifeboat reported a red flare sighted ahead. A bearing was taken by the Coastguard which, when transcribed on to the chart, intersected the original DF bearing at a point half a mile south east of the light on Mousa Island, off the east coast of Shetland Mainland and about ten miles south of Lerwick. Lerwick honorary secretary also reported to the Coastguard a red flare which he had seen from his house on Bressay Isle the bearing of which indicated that the casualty was east of Mousa.

As the lifeboat came round the south of Mousa she was seen by the three survivors from *Gratitude*, her whole crew; they were in a liferaft and they set off hand flares. By 0225 the three fishermen were safely aboard the lifeboat but two were reported to be suffering from hypothermia. When the fishing vessel had sunk the rope holding the liferaft had not detached itself so one of the men had had to dive below

the surface to cut it free. By the time the liferaft came to the surface they were very cold and exhausted and had great difficulty in climbing aboard. Once in the lifeboat, one man was put in the hypothermal bag while Crew Member Ian Fraser, a first aider, lay wrapped up in a blanket with the man who had dived to cut the rope, to try to get warmth back into his body.

An ambulance and a doctor were waiting at Lerwick when the lifeboat arrived back on station at 0315 and took the three fishermen into their care. *Soldian* was refuelled and back on her moorings at 0330.

For this service a letter signed by Rear Admiral W. J. Graham, director of the RNLI, expressing the Institution's appreciation to Coxswain/Mechanic Hewitt Clark and his crew was sent to Mr M. M. Shearer, Lerwick station honorary secretary. Mr Shearer also received a letter of thanks from L.H.D. Ltd, the largest fish selling organisation in Shetland, on behalf of the three fishermen.

## Scotland South Division

### Adrift

OBAN COASTGUARD picked up a distress call in the early hours of Tuesday June 14 from the 20ft yacht *Wigeon* with an elderly couple on board. *Wigeon* had broken adrift from a mooring in Craignure Bay, Isle of Mull, her outboard engine had failed and she was being driven towards the steep-to shores of the Isle of Bernera and the nearby reef of Liath Sgeir. The honorary secretary of **Oban** lifeboat station was informed at 0103, maroons were fired and the 33ft Brede lifeboat *Ann Ritchie* slipped her mooring at 0115 under the command of Second Coxswain Douglas Craig. Course was set for the estimated position of the casualty and full speed maintained.

The night was overcast with a west-north-west near gale, force 7, gusting to gale force 8. The sea was moderate but rough in the tidal race and overfalls off Lismore Point.

Assistant Mechanic Malcolm Robertson and Oban Coastguard tried to maintain radio contact with the yacht to reassure her crew and so that the lifeboat, with her VHF direction finding equipment, could establish *Wigeon's* bearing. By 0135 *Ann Ritchie* had Lismore Point abeam and sighted a light which her VHF/DF confirmed was likely to be *Wigeon*. Course was altered towards her. Radio messages from the yacht indicated that she was rolling heavily. The wind, by now, had backed more to the west and was against the new flood tide.

At 0140 Acting Coxswain Craig approached the yacht on a parallel course as closely as the conditions would allow and checked by searchlight that the sea-anchor and warp which it

was understood had earlier been streamed had been taken back on board. The yacht was making an estimated 3 knots under bare poles and she was rolling and yawing violently. A second approach was made and the two people on board asked to be taken off, declining the lifeboat's offer to try to secure a tow.

Crew Members Sydney Thomson and Willie Melville, their lifelines securely attached, therefore took up position six feet apart on the port side deck and instructed the woman aboard *Wigeon* to come to the outside of the yacht's guardrails and jump when told. At the second attempt she was pulled aboard and the lifeboat lay off while she was taken aft into the wheelhouse. The lifeboat then repeated the run in and the husband was pulled to safety. Before he could be helped aft, however, the lifeboat, in turning away from the casualty, rolled heavily for a short time during which the three men had to cling tightly to the guardrail.

By this time the lifeboat and *Wigeon* were about a third of a mile from Bernera Island and the lifeboat stood by while MFV *Lilacina* secured a tow on the abandoned yacht. When Acting Coxswain Craig was satisfied that lives were no longer at risk he set course for Oban. On arrival, at 0405, the husband and wife were landed at North Pier into the care of the station honorary secretary. The Brede was refuelled and was back on her moorings once again ready for service at 0430.

For this service a letter of appreciation signed by Rear Admiral W. J. Graham, director of the Institution, was sent to Second Coxswain Douglas Craig, acting coxswain, and his crew: Assistant Mechanic Malcolm K. Robertson and Crew Members William Melville and Sydney J. Thomson.

## Scotland South Division

### Airbed

A BOY AND A GIRL being blown out to sea on an airbed off Ardrossan were reported to the honorary secretary of Troon lifeboat station by HM Coastguard at 1525 on Tuesday June 21. Five minutes later Troon's 44ft Waveney lifeboat *Connel Elizabeth Cargill* slipped her mooring under the command of Coxswain/Mechanic Ian Johnson and set out for Ardrossan, some ten miles to the north west.

It was a sunny afternoon with good visibility and a slight sea, but a moderate to fresh north-easterly breeze, force 4 to 5, was blowing off shore.

Arriving off Saltcoats Beach at 1600, the lifeboat asked Ardrossan Coastguard Mobile if they could see the airbed; she was told to hold her present course and that a small boat had picked up one person. By 1601 the lifeboat was alongside the dinghy in the bottom of which the girl was lying. Crew Members Robert Hannah and Roy Trewern quickly boarded the dinghy to start

mouth to mouth resuscitation right away as the girl was lifted into the lifeboat; the boy was brought aboard and taken down below.

An RN helicopter arrived overhead at 1604 and a paramedic was lowered on to the lifeboat to help the crew working to revive the girl. Although every effort was continued while the lifeboat made for Ardrossan Harbour, the girl did not respond.

Ardrossan was reached at 1612 and within a few minutes the girl had been transferred to an ambulance and was on her way to hospital; sadly, however, she did not recover.

The boy was landed into the care of the shore authorities and the lifeboat returned to station, re-entering Troon Harbour at 1718.

For this service a letter signed by Cdr Bruce Cairns, chief of operations, expressing the Institution's appreciation to Crew Members Robert Hannah and Roy Trewern was sent to Mr J. Manson, Troon station honorary secretary.

## South West Division

### On trials and passage

EVEN BEFORE a new lifeboat reaches her station she is very likely to have started her service to seafarers. The 33ft Brede lifeboat *Caroline Finch*, which was placed on service at Exmouth lifeboat station on August 4, performed one such service while on trials earlier in the

## Day of squalls

BEFORE THE SUMMER just passed had settled down to its weeks of, generally, long, sunny days with, in the main, moderate winds, more changeable weather had prevailed. Sunday June 5, in the south in particular, was a day of unexpected extremes when many people were caught out by the severity of the thunder squalls, and we are grateful to

### Weather situation June 5:

The anticyclone near the Western Isles on Sunday June 5 resulted in fine weather over much of Great Britain and Northern Ireland that day. The front across northern France was associated with high temperature and humidity levels over France which encouraged the development of thunderstorms in the vicinity of the front; these storms had drifted across the Channel towards southern England. An upper low pressure area over the Bristol Channel aided upward vertical movement in the atmosphere over southern England and thus maintained and intensified thundery activity.

Thunderstorms occurred in southern counties of England during the night and into Sunday forenoon. The frequency and severity of the storms increased by the afternoon when they were widespread and of unusual violence. Hailstones fell in many places and these were unusually large being quite commonly 3 to 4 cm in diameter. The north-easterly winds over the inshore waters of southern England were in the moderate to fresh range generally but the intensity of the thunderstorms caused the winds to be very variable in both spread and direction in the vicinity of the storms where gusts of considerable ferocity were experienced. The storms cleared during the evening.

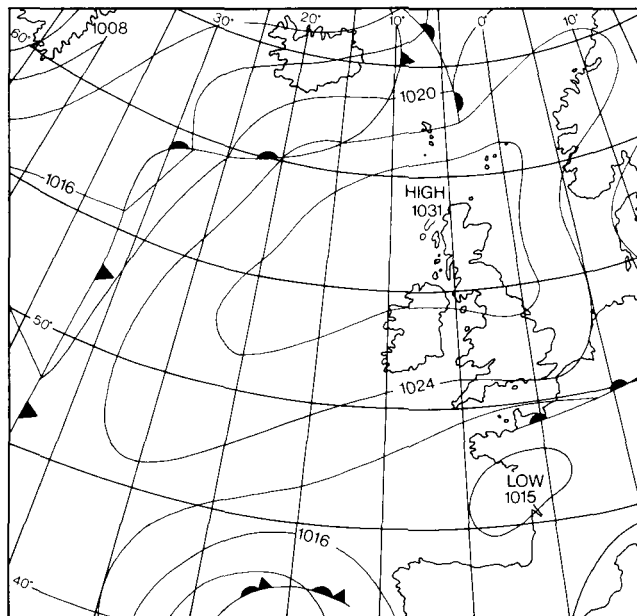
A different hazard to mariners occurred that same day around the waters off eastern England from about East Anglia northwards. Banks of sea fog persisted throughout the day in this area being drifted from place to place on the light or moderate north to north-easterly wind. The fog was frequently carried over the inshore waters up to and beyond the shoreline.

(Right) Chart for 12 noon on June 5.

Southampton Weather Centre for describing for us the weather on this most unusual day (see below).

During that 24 hours lifeboats were launched, some of them more than once, from 32 different stations at widely scattered parts of the coast; the greatest number came from stations in the south east division. In some instances the people to whose aid the lifeboat had launched were able to

recover from their difficulties themselves or only needed help, while a number were rescued by helicopters or by other boats. In the 64 services by RNLI lifeboats, however, 43 lives were rescued and 18 other people were landed. Altogether 21 boats or sailboards were rescued by lifeboats in addition to those escorted to safety. A table listing the services performed by RNLI lifeboats is shown to the right on page 259.





summer and another on passage to station.

On Sunday June 5, a day of rain and thunder squalls, *Caroline Finch*, returning to Poole from engine trials under the command of Staff Coxswain Edward Mallinson, was half a mile south of St Albans Head when, at 1520, HM Coastguard informed her of a yacht firing distress flares further south of the headland. A near gale, force 7, was blowing from the north east, backing to west north west and gusting up to strong

gale, force 9, in the thunder squalls. The sea was moderate to rough.

The Brede immediately headed south at full speed. When the yacht was sighted on her starboard bow, *Caroline Finch* altered course and she arrived alongside the 33ft sloop *Junio*, four miles south south west of St Albans Head, at 1535. The yacht's mainsail slides had pulled out and her jib was split, although still sheeted; she was heading south under her engine.

There were only two people on board

the yacht, a man and his wife, and as the owner asked for help it was decided to put one of the lifeboat crew aboard. First, however, the yacht was asked to follow the lifeboat towards land and out of the overfalls on St Albans Ledge. Another severe squall was approaching from the west as Exmouth Assistant Mechanic Timothy Mock was put aboard. He handed and stowed all sails and then took over the helm from the owner just before the squall struck with force 9 westerly winds, hail and nil

Lifeboat services on Sunday June 5, 1983

Time of Service	STATION	TYPE OF LIFEBOAT	CASUALTY	Hours at sea	Lives rescued	People landed	Vessels saved	Services rendered
0149	St Helier	44ft Waveney	Yacht <i>Domiff</i>	2.8				No service
			Yacht <i>Romabello</i>					No service
0214	St Catherines	D class inflatable	Yacht <i>Domiff</i>	3.0				No service
			Yacht <i>Romabello</i>					Landed one
0300	Torbay	54ft Arun	Motor cruiser <i>Bubble Trouble</i>	2.4				Gave help
0330	Arranmore	52ft Barnett	Injured men on Arranmore	2.0				Conveyed two injured men from Arranmore to the mainland
1044	Exmouth	D class inflatable	Bather	0.3				No service
1141	Cromer	D class inflatable	Two rafts	1.3				Escorted boats
1213	Hartlepool	Atlantic 21	Speedboat	0.3	6			Rescued 6
1215	Yarmouth (IoW)	52ft Arun	Sailing dinghy	1.5	1			Rescued 1
			Yacht <i>Galoosh</i>		2	1		Rescued 2 and saved boat
1243	Littlestone-on-Sea	Atlantic 21	Motor boat <i>Lord Jim</i>	0.8				No service
1245	Hartlepool	44ft Waveney	Fishing vessel <i>Wayside Flower</i>	1.0				No service
1300	Hayling Island	Atlantic 21	Rubber dinghy	1.5	1		1	Rescued 1 and saved boat
			Sailing dinghies					
1337	Portsmouth (Langstone Harbour)	D class inflatable	Sailing dinghies	0.5				Escorted boats
1347	Poole	Dell Quay Dory	Canoe	0.6				No service
1355	Newhaven	44ft Waveney	Sailing dinghy <i>Inshallan</i>	1.8				No service
			Sailboards					Gave help
1422	Shoreham Harbour	37ft 6in Rother	Fishing boat <i>Alena G</i>	1.9				No service
			Yacht <i>Micro Express</i>					No service
1430	Poole	Dell Quay Dory	Motor boat	3.1				Gave help
1432	Clacton-on-Sea	D class inflatable	Rubber dinghy	0.3				No service
1455	Hayling Island	Atlantic 21	Yacht <i>Chippawa</i>	3.6	1			Escorted boat
			Rubber canoe		2		1	Rescued 2 and saved boat
			Yacht <i>Optica</i>		9		9	Rescued 9 and saved nine boards
			Nine sailboards					Landed one
1500	Shoreham Harbour	D class inflatable	Yacht <i>Micro Express</i>	3.0				Escorted boat
			Yacht <i>Micro Express</i>					
1519	Newbiggin	Atlantic 21	Flares	1.2				No service
1520	On trials	33ft Brede	Yacht <i>Junio</i>	4.4				Gave help
1550	Southwold	Atlantic 21	Sailing dinghy	0.5				No service
1620	Lyme Regis	Atlantic 21	Sailing dinghy	1.3	1			Rescued 1
			Sailboard		1	1	1	Rescued 1 and saved board
1643	Southend-on-Sea	Atlantic 21	Injured boy on board club rescue boat <i>Shara Ley</i>	1.8				Landed injured boy
			Two yachts					Gave help
			Yacht <i>Hallelujah</i>					Stood by boat
1700	Selsey	D class inflatable	Sailboard	2.8	1		1	Rescued 1 and saved board
1704	Sheerness	D class inflatable	Yacht <i>Rhoara</i>	0.7				Gave help
1710	Littlehampton	Atlantic 21	Sailing dinghy	1.6	1		1	Rescued 1 and saved boat
			Two sailboards		2			Rescued 2
1710	Portsmouth (Langstone Harbour)	Atlantic 21	Two sailboards	4.2				Gave help
			Three sick people on board yacht					Landed three sick people
			Motor boat					Escorted boat
			Yacht					Gave help
			Yacht					No service
			Motor boat					No service
			Yacht <i>True Love</i>	Gave help				
			Yacht <i>Sylph</i>	Escorted boat				
1728	Appledore	Atlantic 21	Rubber dinghy	0.4		2		Landed two
1755	Penarth	D class inflatable	Sailboard	0.3				No service
1810	West Mersea	Atlantic 21	Cabin cruiser <i>Amber Wave</i>	0.8				Landed three
			Sailboard					Saved board
1812	Falmouth	52ft Arun	Yacht <i>Sombra</i>	5.4				Gave help
1814	Tynemouth	D class inflatable	Dinghy	0.5				Gave help
1843	Calshot	40ft Keith Nelson	Sailboard	0.4				No service
1921	Clacton-on-Sea	37ft Oakley	Catamaran <i>Love You Two</i>	6.4				Gave help
2030	West Mersea	Atlantic 21	Sailing dinghy	0.5	1		1	Rescued 1 and saved boat
2044	Yarmouth (IoW)	52ft Arun	Yacht <i>Jackanory</i>	4.6	7		1	Rescued 7 and saved boat
2226	Hoylake	37ft 6in Rother	Motor boat <i>Vargus</i>	7.4		7	1	Landed seven and saved boat
2237	Swanage	37ft 6in Rother	Yacht <i>Four Winds</i>	5.9	5		1	Rescued 5 and saved boat
2310	Newbiggin	Atlantic 21	Dinghy	0.6				Escorted boat
2327	Lymington	Atlantic 21	Yacht <i>Rival Errant</i>	1.5	2		1	Rescued 2 and saved boat
2335	Weymouth	54ft Arun	Yacht <i>Four Winds</i>	2.9				No service
64 services				87.8	43	18	21	

visibility. Both boats maintained steerage way until the squall had moderated and then the lifeboat escorted the yacht in to Poole Harbour, arriving at 1900.

About a fortnight later, on Saturday June 18, *Caroline Finch* was on passage to St Helier, in Jersey, on one leg of her extended crew training passage to station; she was under the command of Christopher Price, deputy divisional inspector of lifeboats for the South West. A light breeze was blowing from the east and the sea was slight.

At 1220, while passing the Casquets, a group of rocks seven miles west of Alderney Breakwater, the Brede received a message by VHF radio from the trawler *Lady Crab*, which was within sight, to say that her engines had broken down. As there was no other vessel available to help, and as the tide would have carried the trawler on to the Casquets, the lifeboat took her in tow to St Peter Port, Guernsey, arriving at 1530, before continuing her passage to St Helier.

## East Division

### Helicopter crash

A MAYDAY distress call from the cockle boat *Vallan* reporting seeing a helicopter crash on Gat Sand, in the Wash, was intercepted by Yarmouth Coastguard at 1424 on Sunday June 26. A helicopter from RAF Coltishall just airborne on exercise was immediately diverted to the scene of the casualty while **Skegness** lifeboats, 15 miles to the north of Gat Sand, and **Hunstanton** lifeboat, ten miles to the east, were asked to launch.

It was a fine day, though misty at Hunstanton. The north-westerly breeze was gentle to moderate, force 3 to 4, and the sea choppy.

Skegness D class inflatable lifeboat launched at 1435 manned by Helmsman Ray Chapman and Crew Member Brian Porter; Hunstanton Atlantic 21 rigid inflatable lifeboat *Spirit of America* launched at 1438 manned by Helmsman Rodney Hicks and Crew Member Gerald Wase, Victor Dade and Michael Wallace; and Skegness 37ft Oakley lifeboat *Charles Fred Grantham* was launched from her carriage at 1450 under the command of Coxswain/Mechanic Kenneth Holland.

As it was low water springs, Hunstanton Atlantic 21 had to head north through The Bays before rounding the north end of Sunk Sand and altering course to the south west. Full speed was then maintained to Roaring Middle Buoy and on to Bar Flat Buoy. On approaching Gat Sand wreckage could be seen with the RAF helicopter winchman standing beside it. Helmsman Hicks ran the Atlantic up on to the edge of the sands and anchored at 1515. He found that the pilot and three marine biologists who had been in the crashed charter helicopter had all been killed.

At this point the RAF helicopter landed on the sand and the lifeboat



**Aberdeen:** On Sunday May 29 Aberdeen's D class inflatable lifeboat, manned by Helmsman Stuart Durno and Crew Members James Ferguson and Allan Charles, launched to the aid of a youth stranded on cliffs inaccessible from the land. When the lifeboat arrived, firemen lowered the boy from the pinnacle of a rock to its base, from where Crew Member Charles, having swum about five yards through swell to the shore, carried him back through shallow waters to the lifeboat (above). The boy was landed on the other side of the cove, where there was a path (right), and handed over to waiting police and ambulance men; the lifeboat then returned to the rock base to take off two firemen who had been helping the youth and land them ashore.

photograph by courtesy of Aberdeen Journals



crew, two of the RAF crew and two fishermen from the cockle boat *Vallan* were able to lift the wreckage enough to free the bodies of three men who had been trapped inside the helicopter; the fourth man had been thrown clear.

Both Skegness lifeboats were recalled by 1547; the D class lifeboat was beached at 1615 and the Oakley lifeboat at 1710.

The four bodies were taken by Hunstanton lifeboat to Kings Lynn, arriving at 1650, where ambulances and the Police were waiting. Helmsman Alan Clarke and Crew Members John Hawkes and Raymond Athow had also come from Hunstanton to help and after the lifeboat was released they refuelled her and took her back to station. The Atlantic 21 *Spirit of America* arrived at Hunstanton at 1730 and was rehoused and once again ready for service at 1815.

For this service a letter signed by Cdr Bruce Cairns, chief of operations, and expressing the Institution's appreciation to all who took part was sent to Mr J. T. Day, Hunstanton station honorary secretary.

## Ireland and Scotland South Divisions

### Overdue

THE REPUBLIC OF IRELAND motor fishing vessel *Ard Carna* put out from Greencastle, Lough Foyle, on Thursday April 28 to fish white fish. She had a crew of five and was expected back on the Friday or Saturday. At 2200 on Saturday April 30, when she had not returned and nothing had been heard of her, a PAN broadcast was made by Malin Head Radio for *Ard Carna* and at 0130 on Sunday May 1 Shannon MRCC

requested Clyde Coastguard to take over as co-ordinating authority as the last known position of the missing boat, at 0740 on Friday April 29, had been 56°N, 7°15'W, some 40 nautical miles north by east of Malin Head.

Portpatrick and Malin Head Coast Radio Stations were asked to take broadcast action on all frequencies and coastal checks were made by local coastguards. An extensive search started at first light. By 0730 on Sunday May 1 an RAF Nimrod aircraft was searching in the area of the fishing vessel's last known position. **Portrush's** 52ft Arun lifeboat *Richard Evans* (Civil Service No 39) had slipped her moorings at 0530 and, under the command of Coxswain Robert McMullan, set out to search towards *Ard Carna's* last known position. More than 20 fishing vessels, Irish and British, were also searching. A helicopter was making a coastal search from Malin Head to Lough Foyle.

It was a calm day with light to gentle breezes, force 2 to 3, from the north east and a slight sea.

When Portrush lifeboat arrived in the search area she made a series of box searches working eastwards and then was asked to steam eastwards for 45 minutes before making a further series of box searches. Nothing was found, and on completion of this second group of box searches she had to return to Portrush Harbour to refuel.

At 1630 **Arranmore's** 52ft Barnett lifeboat *Claude Cecil Staniforth* slipped her moorings, under the command of Coxswain/Assistant Mechanic Bernard Byrne, to search north and east towards Troy Island while Portrush's Arun lifeboat left harbour to search north and west along the Inishowen coast. The two lifeboats, which were in direct radio contact with the Irish naval vessel *Aoife*, also searching in the area, met in Sheep Haven Bay and it was agreed that they should both search eastwards,



**Exmouth:** On Sunday June 12 Exmouth D class inflatable lifeboat, manned by Helmsman Clive Harris and Crew Member Christopher Douglas, launched to help a 14-year-old boy cut off by the tide on the rocks at Orcombe Point. Helmsman Harris first tried to anchor and veer down to the casualty but the anchor would not hold. He then tried to come in to the rocks but breaking waves and swell made control difficult. Finally he made a running pass, calling on the boy to jump at the right moment. The boy was successfully taken aboard and landed at the lifeboat station.

photograph by courtesy of Colin Lee

Arranmore lifeboat searching inshore while Portrush lifeboat searched further offshore.

At 2204 all boats and aircraft were stood down until first light, Portrush lifeboat arriving back at station at 2331 and Arranmore at 0030.

At first light next morning, Monday May 2, the search was resumed over a wider area, extending further north because the sighting of a possible life-raft had been reported and fish boxes of the type normally carried by *Ard Carna* had been found. A Nimrod aircraft was again searching out at sea and two Irish helicopters started a coastal search from Donegal Bay to Arran Island.

**Islay's** 50ft Thames lifeboat *Helmut Schroder of Dunlossit* slipped her moor-

himself in difficulties and took refuge up one of the two old oil pier dolphins in Half Moon Bay, near Heysham Harbour. Morecambe D class inflatable lifeboat was filled with water as, on the outward journey, Helmsman Willacy took her through a narrow lead in the rocky outcrops from the Hollow into Half Moon Bay. Once the board sailor had been sighted, Helmsman Willacy, with great skill, brought the lifeboat to the dolphin, which was out to windward. The sailboard was made fast to the access ladder and, with the falling tide, blocked the way up or down, so the man was told to jump into the sea. He was quickly lifted into the lifeboat, which had to be held at half throttle to prevent her being thrown against the dolphin by the confused breaking seas, up to nine feet high.

Helmsman Keith Willacy has been invited to attend the Men of the Year luncheon at the Savoy Hotel, London, on Wednesday November 9.

ings at 0405, under the command of Coxswain Donald Boardman, and **Mallaig's** 52ft Arun lifeboat *The Davina* and Charles Matthews Hunter slipped her moorings at 0550, under the command of Coxswain David McMinn. While Mallaig lifeboat searched the south east coasts of the islands Coll and Tiree, Islay lifeboat headed for the original search area to execute an expanding square search. At 1120 Islay lifeboat was instructed that she should leave this area at 1200 to execute a similar search further east in the area of Dubh Artach.

At 1145, however, one of the Irish helicopters, while returning to base to refuel, intercepted weak transmissions on VHF channel 16 from *Ard Carna*, saying that she was drifting with no fuel and no idea of her position; her crew were all well. The helicopter told *Ard Carna* to conserve her batteries until 1205 and then to transmit for 30 seconds every two minutes so that the Nimrod aircraft could begin an electronic search. At 1312 *Ard Carna* was thought to be 25 miles from Aran and Arranmore lifeboat set out from station at 1430. However, the fishing vessel was much further off shore and Arranmore lifeboat was recalled, arriving back at station at 1525 and Islay lifeboat at 1700.

The position of *Ard Carna* was established at 1332 at 116 miles west of Bloody Foreland, on the Donegal coast; the Irish naval vessel *Aoife* and the Irish fishing vessels *Brendelin* and *Father Makee* all headed for her. An Irish Air Corp helicopter also set out to find out the state of *Ard Carna's* crew.

Because of the casualty's position,  
*continued on page 285*

## ANNUAL AWARDS 1982

**The Maud Smith Bequest Award** for the most outstanding act of lifesaving by a lifeboatman during 1982 has been made to Helmsman Keith Willacy of Morecambe, who was awarded the silver medal for the rescue of a board sailor on October 17; as a silver medallist, Helmsman Willacy is also the recipient of **The James Michael Bower Fund Award**. **The Ralph Glistler Award** for the most meritorious service carried out in 1982 by the crew of a lifeboat under 10 metres in length has been made to Crew Members A. Terence Jolley and Robert A. Coyle, who were each accorded the thanks of the Institution inscribed on vellum for their part in the same service.

A near gale was blowing from south by east and the seas were rough and confused when, on the afternoon of October 17, 1982, a board sailor found

# INTERNATIONAL LIFEBOAT CONFERENCE

GOTHENBURG, SWEDEN, JUNE 6 TO 9

by Ray Kipling

Public Relations Officer, RNLI

HUMANITY . . . courage . . . dedication. These words must have equivalents in every language and they were used repeatedly by delegates from all over the world at the fourteenth International Lifeboat Conference (ILC) in Gothenburg, Sweden, from June 6 to 9. Twenty-four countries were represented, including the United States, USSR, Japan, China, South Africa, Canada, Australia, Bermuda, Jordan and most European nations. Twelve visiting lifeboats, moored alongside Stenpiren Quay at the heart of Gothenburg, gave delegates plenty to discuss and there was a poignant reminder of the seriousness of these discussions when, on the Monday night of the conference, the Swedish rescue cruiser *Dan Broström* was called out to a 1,000-ton coaster whose cargo of loose-stowed chain had shifted. The coaster's distress message was cut short as she capsized and sank in three to four minutes and in spite of immediate action, *Dan Broström* was only able to save four of her six crew.

The three British-built lifeboats at the conference attracted a good deal of attention because of their size and price. The 47ft Tyne class prototype *City of London* surprised some delegates by the amount of equipment packed into her wheelhouse. While she was admired, her primary feature of launching from a slipway is required in very few places other than the British Isles and Ireland and it was the 33ft

Brede class *Merchant Navy* which other countries thought could have an application in their fleets; '*Brede Class Lifeboat Development*' was one of two technical papers presented at the conference by Lt-Cdr H. E. Over, chief technical officer RNLI.

An 11m rigid inflatable, built by Halmatic/Osborne Rescue Boats and bought by the Norwegian Lifeboat Society, also caused interest and it will be news of her progress to which we can look forward at the next ILC.

The largest new design was another Norwegian lifeboat, *Olav V*, a 26.9m 25 knot aluminium-hulled cruising lifeboat with living accommodation for her four-man crew. Particular attention had been paid to noise limitation in this lifeboat, with the GRP wheelhouse suspended on rubber mounts and special mountings of the hull sections above the propellers.

*Olav V* carries an Avon Searider on her deck and the three larger Swedish boats, the 21m to 23.8m rescue cruisers, each carry small boats, an aluminium dinghy, a GRP dinghy and an Avon Searider respectively. *Fritz Behrens*, the West German rescue cruiser at the ILC, carries on her after deck a 7m lifeboat, known as a daughter boat, which is launched from her stern for work in shallow waters.

A smaller Swedish lifeboat on show was the sleek 14m *Elsa Golje*, top speed 20 knots, which proved her value vividly in an incident which was studied in depth at the conference, the stranding

of the Danish passenger ferry *Winston Churchill* on August 26, 1979.

The casualty every lifeboat organisation most fears is one involving a passenger ferry carrying a full complement, so when *Winston Churchill* ran aground, all rescue services were quickly mobilised. At first all seemed well, even in the strong winds, but soon after grounding the ship suddenly listed 13 degrees to starboard, slipping towards a deep water channel and increasing the risk of capsizing. No boats could get alongside on the windward side and the larger rescue vessels, including the 23.8m *Ulla Rinman*, could not work on the leeward side because of their draught and the narrow channel between the rocks and the ship. *Elsa Golje* took off 150 people, helicopters lifted 250, pilot boats evacuated 241 and a fire fighting boat took off 25. Fortunately nobody was lost but the Swedish Lifeboat Society made a list of observations and recommendations and Britain's Chief Coastguard, Lt-Cdr Tim Fetherston-Dilke, reminded the conference of two recent major incidents in England, the *European Gateway/Speedlink Vanguard* collision and the fire on the ferry *Amorique*. The potential use in such an incident of walking nets, developed by the Dutch and demonstrated at the last ILC, was also discussed.

Many of the delegates were concerned about effective communications in search and rescue. The United States Coast Guard outlined the Sarsat system in which satellites pick up signals from distress beacons carried by ships and aeroplanes. The system is not yet fully operational but in its first year, using a Russian satellite monitored by France, the Soviet Union, United States, Norway and the UK, 40 lives have been rescued.

Communications close to the shore were also discussed. Lifeboat societies in West Germany, Britain, France and Canada pointed out the great value of VHF direction finding equipment on lifeboats and most countries were worried about small boat owners installing and then relying on CB radio, which has

## International fleet at Gothenburg:

*Huragan*, Poland, 30.4m steel icebreaking rescue cruiser, beam 8.3m, draught 3.5m.

Twin 600hp diesel engines give 13 knots maximum speed. Ten crew.

*Olav V*, Norway, 26.9m aluminium alloy rescue cruiser built in 1982, beam 6m, draught 1.65m. Twin 1,290hp diesel engines give 25 knots maximum speed. Four crew.

*Fritz Behrens*, Federal Republic of Germany, 23.3m aluminium alloy rescue cruiser built in 1981, beam 5.64m, draught 1.5m. Twin 1,038hp diesel engines give 20 knots maximum speed. Four crew. *Fritz Behrens* carries on her after deck a 7m aluminium alloy daughter lifeboat, *Anna*, beam 2.34m, draught 0.6m; her single 68hp diesel engine gives 10 knots maximum speed; two crew.

*Dan Broström*, Sweden, 23.8m steel rescue

cruiser built in 1967, beam 6.8m, draught 2.3m. Four 210hp diesel engines drive single screw to give 12 knots maximum speed. Four crew.

*Ulla Rinman*, Sweden, 23.8m steel rescue cruiser built in 1970, beam 6.8m, draught 2.3m. Single 725hp diesel engine gives 12 knots maximum speed. Four crew.

*Olaf Wallenius*, Sweden, 21m steel rescue cruiser built in 1981, beam 6.35m, draught 2.7m. twin 313hp diesel engines give 11 knots maximum speed. Four crew.

*Gebroeders Luden*, The Netherlands (KNZHRM, the Royal North and South Lifeboat Society), 20.4m steel lifeboat built in 1965, beam 4.15m, draught 1.4m. Twin 140hp diesel engines give 10.6 knots maximum speed. Five crew.

*City of London*, RNLI 47ft Tyne class prototype, 14.3m steel lifeboat built by Fairey Marine in 1982, beam 4.6m,

draught 1.3m. Twin 425hp diesel engines give 18 knots maximum speed. Six crew.

*Alice Olsson*, Sweden, a wood, single-engined ex-pilot boat built around the 1950s, about 14m length overall, now used for lifesaving.

*Elsa Golje*, Sweden, 14m aluminium alloy lifeboat built in 1976, beam 4m, draught 0.9m. Twin 270hp diesel engines give 20 knots maximum speed. Two crew.

*G. J. Castor*, Norway, 11.2m rigid inflatable lifeboat built by Halmatic/Osborne Rescue Boats in 1983, beam 3.73m, draught 1.4m. Twin 212hp diesel engines with conventional twin-screw propulsion give about 24 knots maximum speed. Two crew.

*Merchant Navy*, RNLI 33ft Brede class, 10m glass reinforced plastic lifeboat built by Lochin Marine in 1983, beam 3.6m, draught 1.3m. Twin 203hp diesel engines give 20 knots maximum speed. Four crew.

proved to be unreliable for search and rescue at sea.

Discussions on the protection of lifeboats in times of armed conflicts led to a working party being formed to meet the International Red Cross. Modern weapon systems mean that new ways are needed to identify neutral vessels protected under the Geneva Convention and small lifeboats may have difficulties in carrying enough distinguishing signs such as a red cross, blue flashing light and radio, radar and underwater acoustic identification.

Medical subjects raised including hypothermia, resuscitation and seasickness. All delegates recognised that modern fast lifeboats place greater strains on crews than slower boats and that crew fatigue was worth further study. The United States Coast Guard had looked at both crew and survivor exhaustion when designing a new 30ft surf rescue boat which was shown on film at the conference.

All the visiting rescue cruisers and lifeboats combined with other boats, helicopters and a fixed wing aircraft in a massive co-ordinated rescue towards the end of the conference. One of the spectators of this combined operation was HM The King of Sweden. It was superbly organised by the Swedish hosts who gave each crew designated tasks and applied make up to the 'survivors' to add to the realism of the exercise.

The Swedish Lifeboat Service, through its long-serving chairman, Captain Hans Hansson, and director, Captain Gunnar Alverman, organised a very fine conference and it was rewarded with tributes from all over the world on its seventy-fifth anniversary. The *Svenska Sällskapet for Raddning af Skeppsbrutne* was founded in 1907 but delayed its anniversary celebrations to coincide with the ILC. At a special dinner hosted by a Swedish shipyard the Duke of Atholl, chairman of the RNLI, made the first presentation of the Institution's silver medal with a special vellum and other societies also gave commemorative vellums, glassware and other gifts.

An anniversary banquet in Gothenburg's splendid City Hall brought together the ILC delegates, the visiting lifeboat crews and representatives from each Swedish lifeboat station and a number of fund-raising groups. It was here that the director of the RNLI, Rear Admiral W. J. Graham, was able to thank the Swedish Lifeboat Service, on behalf of the crews, for their hospitality, for all the discussions at International Lifeboat Conferences are free exchanges of information aimed at improving boats, equipment, training and rescue techniques for lifeboat crews throughout the world.

This work transcends national boundaries and by the time of the fifteenth International Lifeboat Conference, to be held in 1987 in Spain, the world's lifeboatmen will have saved many thousands more lives.



**Out from Gothenburg:** (l to r) Huragan, Poland, Olav Wallenius, Sweden, Fritz Behrens, Federal Republic of Germany, and Merchant Navy, RNLI.



**Moored alongside at Stenpiren Quay:** (l to r) Ulla Rinman, Sweden, Dan Broström, Sweden, City of London, RNLI, Fritz Behrens, Federal Republic of Germany, Olav V, Norway, Gebroeders Luden, The Netherlands, and (in foreground) Alice Olsson, Sweden.



**Passage home:** the 47ft Tynne class City of London, with the 33ft Brede class Merchant Navy astern, on their way back from Gothenburg. The photograph was taken by Maldwin Drummond, a vice-president of the Institution and chairman of the Boat Committee.

# *What are lifeboats made of?*

For modern boats there is a choice. Wood, glass reinforced plastic, steel and aluminium are all very good, well tried materials. The first three have all been used for RNLi lifeboat hulls while aluminium is used for superstructures. All have given good and reliable service. Each material, however, has its own particular advantages and disadvantages which, being known, can be taken into account when the choice is being made for any specific purpose. Whichever material is chosen for a lifeboat, her building will be under the constant surveillance of the Institution's own overseers and throughout her life she will be in the care of the Institution's surveyors of lifeboats.

by James Paffett

A HUNDRED YEARS AGO, or even 50, there would have been no argument about it. Lifeboats, indeed all boats, were made of wood. The material was cheap and plentiful; everyone was familiar with it, working it demanded only the simplest of hand tools, and the shipwright's art was built upon unbroken experience stretching back to the Bronze Age. A well-built wooden craft is still a joy to look at. Why bother with anything different?

When it is gone into closely, there are in fact some very good reasons for looking for alternative materials. Wood is awkward to join; it burns; it rots; it gets eaten by marine worms; it will not hold oil so that fuel must be carried in separate metal tanks; it is variable in properties and is not manufactured to standard specifications. But above all wood is becoming prohibitively expensive, both in first cost (because there are fewer trees) and in fabrication (because of the cost of hand labour). Not surprisingly, we now see on all sides small craft made of steel, aluminium and above all glass reinforced plastic (GRP). If GRP had been invented first, no one would seriously suggest chopping down trees, sawing up the logs and nailing together the pieces to make boats: quite unpractical, the experts would say, look at the fire danger, rot, worm . . . and expense.

## **Glass reinforced plastic**

Let us consider the alternatives to timber in more detail. In many ways GRP is the answer to the boatbuilder's prayer. Weight for weight the material is far stronger than any wood. It does not need to be joined at all—the hull is laid up as a single piece of continuous material from stem to stern. GRP is self-coloured and non-corrodible, so that it does not need to be painted, except under water to prevent fouling. It presents a very smooth surface to the water flow, and it is not attacked by worm or rot. It can be formed with ease into complex shapes, including in particular 'double curvature surfaces' which are difficult to form in metal. Above all, repeat hulls can be laid up in a standard mould, enabling a prescribed hull shape to be turned out time and again as required: a great advantage in quantity production.

There are, of course, some snags. Although it is possible to produce GRP boats with fairly elementary plant and inexperienced labour, the quality of the final product depends very much on close, continuous and competent supervision and control of the whole process. Unfortunately GRP is not easy to inspect after it has set; there are no obvious signs or convenient tests which will point to faults in chemical mixing or lay-up procedures. The steel shipbuilder has his raw material rigorously inspected and tested for him at the steelworks, but the GRP builder makes his own material as he goes along. A builder who skimps his inspection and production control may turn out a hull which looks sound, but which is permeable and gains in weight by soaking up water, or which blisters on the surface or develops other defects in service. Bad workmanship may, of course, occur in any trade; it just happens to be more difficult to spot in GRP than in metal or timber.

All reputable boatyards in the UK are aware of these hazards and have quality control developed to a fine art, with Lloyd's Register of Shipping at hand with advice and inspection services. The pinnacle of GRP technology is reached in the yards building mine-hunting warships for the Ministry of Defence (MOD); rigorous control over all stages of assembly produces hulls which can withstand not only the normal rigours of the sea but also a battering from exploding mines, surely the ultimate test of any hull structural material.

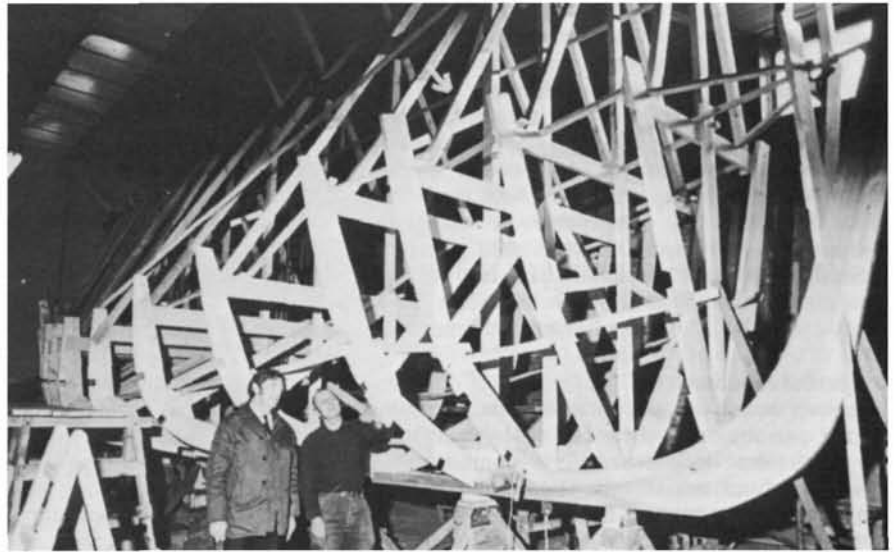
There are other points to note about GRP. It does not catch fire easily, but it does burn. Although very strong, it does not resist abrasion well and craft which take the ground or are hauled up beaches are liable to get scratched and scored on the bottom. If the damage extends through the surface plastic layer and reaches the glass fibre there may be some absorption of water and loss of strength. Fastening items of machinery and heavy equipment to a GRP hull needs special care, and difficulties have been met in keeping powerful diesel engines anchored securely in place on their seatings.

Finally, and most important in the lifeboat service, there is the question of ease of repair. A GRP vessel begins life as a monolith: the material is continuous from end to end, just as a tree is continuous timber from root to twig. But when a GRP hull is damaged, by having a hole knocked into the bottom, say, we need to let in a new piece and join it to the old structure. This can undoubtedly be done, but a satisfactory repair demands very careful preparation of the cut edges to give a long overlap or 'scarph', and the laying up and jointing of the new structure needs quality control every bit as tight as in new construction. No matter how good, the joints can never quite approach the strength of the unbroken material; and there is as yet no really satisfactory way of testing the new joints for strength.

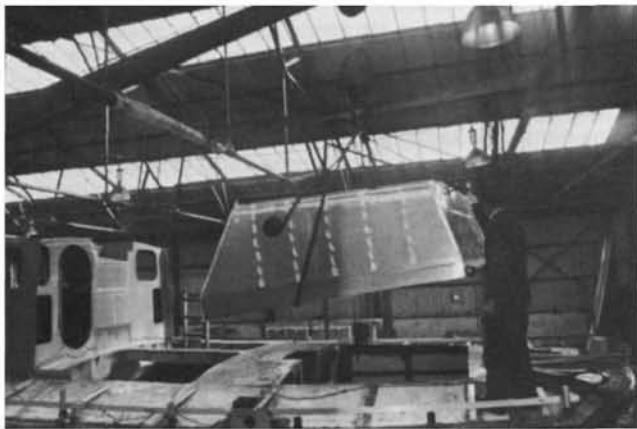
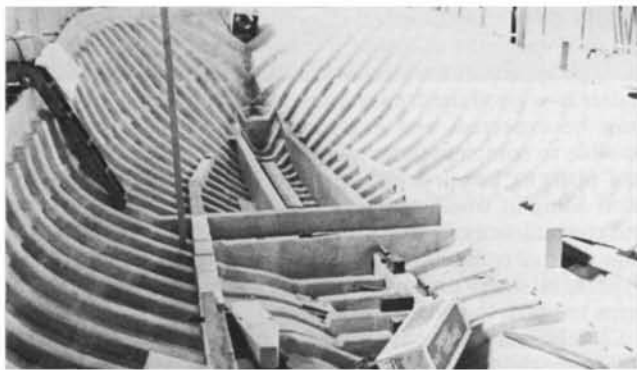
## **Steel**

The second alternative material is steel. Steel has for a century been accepted as the natural, indeed the only conceivable, material for big ships. In recent years steel has been working its way down the size scale, so that now we find quite small vessels being built in steel where timber would have been the choice a few years back. Steel has many advantages. It is relatively cheap and widely available. Steelworking skills are widespread. Steel sheets and bars are manufactured to tight specifications, reliable and consistent in their properties. Steel is fire, worm and rot proof. It does rust, but methods of preventing corrosion are well understood and effective. There is no joining problem, as a weld in steel develops the full strength of the parent material; an all-welded steel structure is effectively monolithic. With modern gas-shielded arc welding plant steel sheet can be reliably welded in quite small thicknesses so that steel can now compete for lightness and strength with GRP—it can more than compete with timber—in the larger kind of boat hull. Welded joints can be inspected easily for quality; the grosser faults are visible to the eye, while internal flaws and cracks can be spotted with X-ray or ultrasonic probe equipment.

Wood was for hundreds of years the traditional boat building material and a well-built wooden craft is still a joy to look at. (Right) The hull of a 37ft 6in Rother, built of cold moulded wood, starts to take shape. The backbone structure of stemhead, stempost, stem apron, fore deadwood, keel (with hog above it), after deadwood, stern knee and stern post, has been bolted together and temporary transverse moulds set up round which the longitudinal members—stringers, deck shelf and gunwale—will be curved, ready for planking.

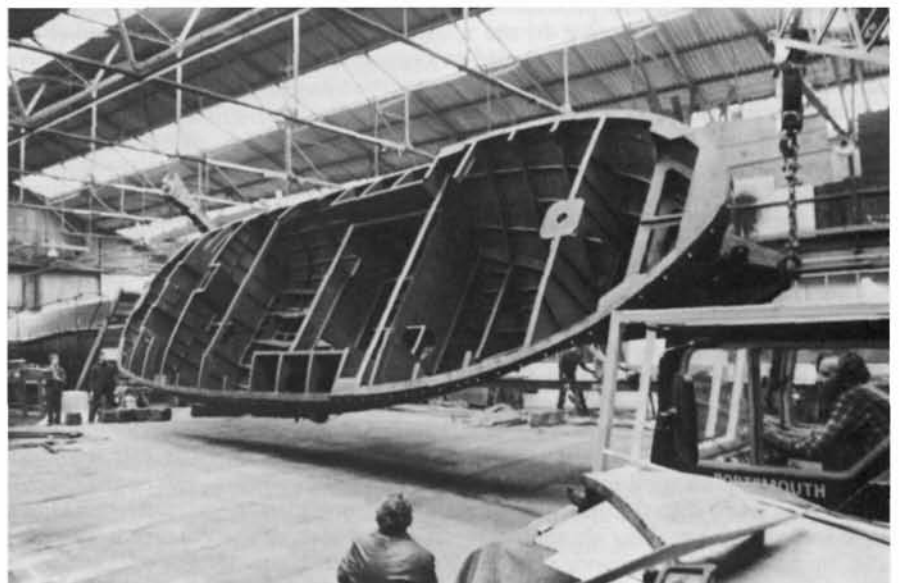


(Below) Glass reinforced plastic boats are laid up inside a mould so that a prescribed hull shape can be turned out time and again. Each hull is laid up as a single piece of continuous material from stem to stern, with no need for joins, and the photograph shows the inside of a 52ft Arun lifeboat with the frames moulded in. 33ft Brede lifeboats are also built of GRP.



Steel is the material chosen for the 47ft Tyne class lifeboat which is designed to be launched from and recovered and hauled up coastal slipsways. An all-welded steel structure is effectively monolithic, a weld in steel developing the full strength of the parent material. The Tyne's superstructures (above), like those of all modern lifeboats, are built of aluminium, which is only a third the weight of steel. (Right) A Tyne hull, which is built upside down until the plating is complete, is turned over ready for decking in Fairey's yard, East Cowes.

photographs by courtesy of David Hillmer



J. A. H. Paffett, Esq, RCNC CENG FRINA HONFNI FRSA, is chairman of the Institution's Technical Consultative Committee. Before his recent retirement he was deputy director of the National Maritime Institute.

A properly built steel hull can withstand a remarkable amount of forceful distortion without leaking, far more than an equivalent GRP or timber hull. Repairing a damaged steel hull is a relatively straightforward business; the damaged structure is cut away bodily with oxy-acetylene torches, the cut edges are cleaned up, the new structure is built and welded into place. On completion the whole is literally as good as new since the welds develop the full strength of the steel.

#### Aluminium

If we can build a structure in steel light enough to compete with timber, should we not be able to build one even lighter still in aluminium? Indeed we can. Aluminium, volume for volume, has only one-third the weight of steel. While pure aluminium is soft and weak, the addition of a small percentage of other metals yields a range of alloys some of which are fully as strong as structural steels, so that if lightness is our sole criterion aluminium will win every time. One cannot visualise a steel air liner. At sea, however, aluminium has made less progress. While some very successful aluminium alloy marine craft have been built, particularly in the USA, the material has so far met limited success in the UK commercial market. What are the snags?

Aluminium costs more than steel, but there is more to it than this. The stronger light alloys are now weldable, and need to be joined together by riveting; aeroplanes are held together by thousands of rivets, leading to structural complications which disappeared from ships a generation ago, much to the relief of naval architects and builders. Riveted structures are awkward to build, and even more awkward to

repair after damage. They easily leak in the face of distortion or damage. Weldable aluminium alloys are available, but they are less strong than the aircraft materials, and if we use them to gain the advantage of simplicity and watertightness then we have to use thicker material to maintain strength and so lose some of the weight advantage over steel.

Welding of aluminium demands rather special plant and special skills, and so far only a few boat yards in the UK can tackle aluminium hull construction or repair. Even so, the all-aluminium-alloy small craft is well worth considering, particularly if the operator is prepared to pay for high performance. The light-alloy assault boats built by Fairey Allday for the MOD show what can be done in this medium.

### Steel and aluminium

The two metals can, of course, be used in combination, and it is not uncommon now to see small vessels with steel hulls and aluminium deckhouses. This combination makes for stability. A fundamental requirement in designing a ship or boat is to get the centre of gravity (CG) of the vessel in the right place. If the CG rises too high above the keel then stability is reduced and capsizing in waves becomes more of a danger. Designers exploit the weight difference between the two materials to keep the CG down; they use the robust, familiar but heavier steel for the main hull and the lighter but more expensive aluminium for the deck, deckhouses and upperworks.

By these means a given hull can carry a rather larger and more elaborate top structure than would be possible if steel were used throughout, without detriment to stability. If the enlarged deckhouses are fitted with watertight doors, so as to retain their buoyancy even with the craft upside down, it may even be possible to retain positive righting moments at all heel angles up to 180 degrees. This means that the craft will be self-righting and will bring herself back on to an even keel even if she is turned on to her back by the seas. The achievement of self-righting, a very desirable feature in a lifeboat, is greatly eased if we can use aluminium for the higher parts of the boat's structure.

However, mixing steel and aluminium brings its own difficulties. The two metals cannot be welded to one another, so that the junction between them has to be riveted or bolted. There is also some danger of electrolytic corrosion in the metal around the junction if it is not well designed, painted and maintained. These problems, though, are well understood and there are now many composite craft giving excellent service at sea.

### The choice

The boat designer who turns away from wood thus has a complicated choice to make. There are three main alternative materials, which can be used alone or in various combinations. The advantages and disadvantages are finely balanced, and in ordinary commercial production the final choice will probably be dictated by money: by the relative costs of the material itself and of the labour needed to fashion it into a boat and to maintain and repair the craft throughout its life. In non-commercial services such as defence and lifesaving other aspects, such as resistance to damage and ease of repair after damage, may need to be considered. A material which fully satisfies the needs of the weekend yachtsman may not show up so well in a military assault boat or other craft subjected to harsh usage. And this includes lifeboats.

The RNLI built exclusively in wood for almost the first century and a half of its existence. However, the Institution was well aware of the growth and success of GRP in the recreational boat industry in the years following the war, and in order to obtain first-hand experience of this material the RNLI purchased a lifeboat embodying a Keith Nelson GRP hull in 1968. This boat has been closely monitored in service and the GRP hull has proved entirely satisfactory.

The rising cost of good quality timber, and of the labour necessary to work it to the Institution's standards, provided ample incentive for seeking alternative materials for lifeboat hulls. In the light of experience with the Keith Nelson boat stationed at Calshot, and of information received from many

quarters, notably the MOD and Lloyd's Register of Shipping, the Institution took the plunge and began building the Arun class boats in GRP, the first three having been completed in wood. Twenty-three GRP Aruns are now in service and performing excellently.

The latest type of fast lifeboat being brought into service, however, the 47ft Tyne class, has a steel hull and aluminium deckhouses. Does this mean, the Institution has been asked, that the RNLI has tried GRP and found it wanting? Should the ordinary yachtsman think again before ordering a GRP hull?

In fact, no serious new snag has been found in the GRP lifeboats. Such drawbacks as exist with GRP, and which are outlined earlier in this article, are all well known and can be coped with by competent builders and operators. The yachtsman has no call to depart from his allegiance to what has become his traditional building material. But it may be of interest to explain the Tyne choice in more detail.

The Tyne was designed in the RNLI's own design office. All possible hull materials were carefully and impartially considered, and steel was finally chosen because of the ease with which it can be repaired. The Tyne is a slipway boat. She is intended to be launched direct into the sea, sometimes a very rough sea, from coastal slipways. The launching process, and even more the subsequent recovery and hauling back up the slipway, constitute very rough treatment for any boat. No matter how good the crew's seamanship, the occasional bump must be expected, and if repairs are needed it should be possible to complete them quickly without calling on specialised plant or labour which may not be available at slipway sites, some of which are very remote. For speed, efficiency and convenience of repairs there is no doubt that steel has the edge over all competing materials. The main hull, then, of the Tyne is in steel; the superstructure is in aluminium, which helps to make the boat self-righting.

Closely related to ease of repair is ease of alteration: the ability to change a structure from one shape or layout to another. In more leisurely days a lifeboat could serve usefully for 30 years without any structural alterations at all. But now we have fast, high-performance boats, tightly filled with equipment. Technical developments come thick and fast, and we must be prepared to re-fashion each craft several times during her life to keep abreast of changes: to fit new types of engines, perhaps, or steering systems, or to modify hull shape in the light of new theories of seakeeping. Steel lends itself to being cut and re-joined indefinitely; a steel hull can even be cut in half amidships and a new piece let in to lengthen it without too much difficulty, certainly far more easily than in timber or GRP. The Institution, while being very pleased with the present performance of the Tyne, takes some comfort from the fact that her robust steel structure will lend itself to bold changes and extensions if the need arises some time in the future.

What of other fast lifeboats? The Arun, Thames and Waveney classes are berthed afloat, normally in sheltered waters, and so are not exposed to the hazards of the slipway launch and recovery process. The possibility of grounding or other damage in the normal course of rescue operations still remains, however, so that steel still has some appeal on the grounds of ease of repair. The Waveney and Thames classes are already in steel; the Aruns, having begun life as a wooden design, are now being built in GRP. It can be argued that it would make for uniformity of practice and equipment if all these lifeboats, which after all do not differ so very much in size or function, were built of a common material. And in fact a study has shown that an Arun could be built in steel with no loss in performance compared with the two materials already tried.

If steel is adopted as a standard main hull material in all the large boats, however, it by no means follows that the RNLI is abandoning GRP, which continues to give excellent service in the 33ft Brede lifeboat and smaller types. There are horses for courses, and materials for boats; choice depends on service conditions, now and in the future. Making the right choice is a complex and technical business; it is not easy, but the RNLI chooses with great care and is convinced it has the best answers for 1983.





**Girvan:** The 33ft Brede lifeboat Philip Vaux at her naming on June 25.

# Naming Ceremonies

## HANDING OVER AND DEDICATIONS

### Girvan, June 25

The second of the new 33ft Brede class lifeboats to go on station in Scotland was named *Philip Vaux* at a ceremony which took place at Girvan Harbour on Saturday June 25. Largely funded from a bequest by the late Mrs Elizabeth Vaux in memory of both her husband, Cdr Philip Vaux, OBE DSC RN, and their son, Lt-Cdr M. P. Vaux, DSC RN, the boat was handed over to the Duke of Atholl, chairman of the Institution, by one of the executors, Mr A. M. Turton. She was accepted from the Duke into the care of the branch by the station honorary secretary, Mr T. L. Wilson and named by Cdr Vaux's brother, Mr Harry Vaux.

More than 400 guests attended the ceremony with a background setting of the fishing fleet moored in the harbour. The platform party was welcomed to the site by a guard of honour drawn from companies of both the Girls and Boys Brigades and proceedings were then opened by Girvan's chairman, ex-Provost A. C. H. Todd.

With music provided by Girvan Youth Brass Band and hymn singing led by Girvan Schools Choir, the service of dedication was conducted by the Reverend Robert Cook, Minister of Girvan South Parish Church, and Father Eugene Matthews of the Church of the Sacred Hearts of Jesus and Mary.

When Mr Harry Vaux was invited to name the lifeboat, it was one of very few times in the history of the RNLI that a boat had been named after a member of the permanent staff. Cdr

Philip Vaux had been a distinguished inspector and chief inspector of lifeboats, particularly remembered for his work in the refurbishment and development of the lifeboat fleet following the end of hostilities in the 1940s; his work included the introduction of aluminium superstructures, making deck cabins possible, the installation of a new type of wireless and the accelerated programme of fitting diesel engines. In 1926, when inspector of lifeboats for the Irish District, Philip Vaux, then Lt-Cdr, had been awarded the Institution's bronze medal for gallantry for his part in a search for three men lost from the Welsh trawler *Cardigan Castle*, which struck a rock and sank off the west coast of Ireland while she herself was searching for survivors from another wrecked trawler. Upon his retirement in 1951 Cdr Vaux was awarded the OBE for the services he rendered.

The compass for this new Brede lifeboat, together with its fitting and first adjustment, was funded by past and present RNLI lifeboat inspectors and other members of staff who had known Cdr Vaux and worked with him.

With the champagne bottle broken and a Royal Navy helicopter paying her own tribute overhead, Coxswain/Mechanic Michael Storey, recently of Humber lifeboat station, demonstrated the manoeuvrability of RNLB *Philip Vaux* which did her part as gracefully as had the coxswain's daughter, Clare, in presenting a gift to the namer.

Following a short trip afloat for the principal guests, everyone was enter-

tained to tea when, following the traditional cutting of the cake by the wife of the coxswain, Mrs Dawn Storey, long service badges were presented by the Duke of Atholl to Girvan lifeboatmen who had given active service for 20 years or more.

With the formalities concluded, the crew rounded off the day by fulfilling a commitment to the town when they manned a lifeboat float, made by themselves, in the carnival procession; they were warmly greeted by everyone who lined the streets.

So ended a memorable day in Girvan: a day which saw the naming of a new boat for the first time in more than 30 years, and a day in which representatives attending from inland committees and communities at large confirmed and endorsed the truly family spirit of the RNLI.—K.T.

### Penlee, July 18

Long before HRH The Duke of Kent, President of the Institution, arrived in Newlyn on Monday July 18, the quay was crammed with people from all over the country waiting for the naming of the new Penlee 52ft Arun lifeboat. Every Cornish lifeboat coxswain was there to see his colleagues officially receive their new lifeboat which only two days before had been helping in the search following the tragic helicopter crash off the Isles of Scilly when St Mary's lifeboat rescued six people. An RAF Nimrod flew low over the harbour as a reminder of the co-operation between the rescue services and before the ceremony there was a moment's silence and a prayer for the victims of the crash.

Captain R. E. Goodman, president of Penlee station branch, then opened the proceedings, recalling that he had been chairman of the branch when the lifeboat *Solomon Browne* was named in 1960. Mr Colin Evans delivered a personal message from Mr David Robinson, the donor of the new Arun, in which he sent his regrets that neither he nor his wife, after whom the boat was to be named, could be present. Mr Robinson sent his warm greetings and his message concluded:

*'I hope that the lifeboat I have provided will serve Penlee lifeboat station with distinction and maintain the great traditions of the past.'*

The Duke of Atholl, chairman of the Institution, thanked Mr Evans for presenting the lifeboat on Mr Robinson's behalf and asked him to convey the RNLI's best wishes to Mr Robinson, whose generous donation immediately after the 1981 disaster had given reassurance and support to everybody in the Institution at a very difficult time. In presenting the lifeboat to the station, the Duke of Atholl said:

*'Coxswain Ken Thomas and his crew have worked hard in their training on the new lifeboat as well as dealing admirably*

**Penlee:** The champagne bottle breaks as the 52ft Arun Mabel Alice was named in Newlyn on July 18.

photograph by courtesy of Andrew Besley

*with the press and public whose interest in the boat has always been met with patience and courtesy. I know the crew will use this lifeboat well and it is therefore with pleasure and confidence that I present her to the care of Penlee lifeboat station branch.'*

In accepting the boat Mr D. L. Johnson, honorary secretary, reflected the station's gratitude to Mr Robinson and to the Duke of Kent, saying,

*'We have thankful memories of the kindness shown to us at Mousehole by His Royal Highness and Her Royal Highness, to whom we send our fond respect.'*

The service of dedication which followed was led by the Right Reverend Bishop Michael SSF, the Bishop of St Germans, supported by the Reverend H. Cadman, honorary chaplain to Penlee lifeboat station branch, Father J. O'Byrne, Roman Catholic Priest, Penzance, the Reverend J. P. Horner, Superintendent Methodist Minister, Penzance, and Mr D. Cole, Superintendent Royal National Mission to Deep Sea Fishermen. Also present were the Reverend G. Harper, Vicar of Paul, and Father G. Elmore, Vicar of Newlyn.

Captain Goodman then invited the Duke of Kent to name the lifeboat. The Duke first conveyed the best wishes of the Duchess, who was unfortunately unable to attend the ceremony, and continued:

*'I know that nobody in the lifeboat service will ever forget the tragedy suffered by the people of this station, nor the way in which they coped both with personal sadness and with the great glare of public attention to which they have been subjected. Their strength is typical of lifeboat people and there is an admiration throughout the RNLI and I believe throughout the country for the station's resilience and courage.'*

*'This spirit is perfectly exemplified by the determination of the people of Penlee to crew a new lifeboat as soon as possible and so to carry on the marvellous work of those brave men who were lost.'*

*'Today, therefore, we open a new chapter in Penlee station's long history. The new Arun class lifeboat which cannot be launched down a slipway lies proudly afloat in Newlyn Harbour. Although she is quite different in size and shape to previous lifeboats which have been stationed here, her crew of volunteers, local men who know their local waters, will continue the superb tradition of the station and of the lifeboat service by answering calls for help whenever they are needed, regardless of the hour or the conditions.'*

Naming RNLB *Mabel Alice*, he pushed the button which sent the champagne bottle crashing on to her bows to the cheers of the crowds and, with impressive timing, a helicopter from RNAS Culdrose flew over, flying an RNLI flag on her winch wire.

The Duke of Kent then took a trip in



*(Right) After naming Mabel Alice, the Duke of Kent, President of the Institution, is shown over the lifeboat by Coxswain Kenneth Thomas. With them (l) are Cdr Bruce Cairns, chief of operations, and (r) the Duke of Atholl, chairman RNLI . . . and (below) for the Duke there is always time to talk with the children.*

photographs by courtesy of Spectrum Photographic Studio



the lifeboat, going around Mounts Bay to Mousehole where the Arun edged gently through the tiny harbour entrance. The Duke spent some time with the crew going over *Mabel Alice* and seeing her equipment and engines. When he disembarked he was greeted by children from the village school, waving RNLI flags they had made themselves. He chatted with some of the children as he walked to the Ship Inn for a private meeting with families of the men lost in the 1981 disaster.

Later, at a lunch in the Queen's Hotel, Penzance, the Duke of Kent was

able to meet informally many of the station's officials and fund raisers, leaving the people of Penlee happy from a splendid day and relieved to be out of the public eye once more and able quietly to get on with their work.—R.K.

**Humber:** The Humber Marathon Committee visited Humber lifeboat station at Spurn Point on Saturday August 20 to hand over a fully-equipped recreational/games room building. Gilbert Gray, who accepted the building on behalf of the Committee of Management, thanked the Humber Marathon Committee, the runners and supporters in the assembled company and then handed the building into the care of Superintendent Coxswain Brian Bevan, the crew and their families. The building has tv, video, disco, darts and table tennis facilities. A youth club and tuck shop have been organised and the building will without doubt be well used by the small and very isolated lifeboat community.

**Craster:** Saturday August 20 also saw the handing over of a new D class inflatable lifeboat to Craster lifeboat station. This single act linked the Royal Oak, Hammersmith, with the small

*continued on page 270*



**Stranraer:** Representatives of Ind Coope Alloa Brewery Company and the Co-operative Society in Scotland, Mr West, Mr McCulloch, Mr Young and Mr Thomson, were present at Stranraer boathouse on Saturday July 23 for the handing over of the new D class inflatable lifeboat provided for the station from part of the proceeds of their joint promotion for the RNLI; after a plaque commemorating the occasion had been unveiled by Mr Thomson, a joint exercise of the new lifeboat with a helicopter from RAF Leuchars was watched by the guests, Stranraer branch and guild members and many visitors and holidaymakers. During the afternoon the president of the guild presented to Dr William Guild, representing the Scottish Lifeboat Council, a cheque for £768.90 raised by Terry Simpson, a senior member of the crew, by a sponsored water ski from Portpatrick to Donaghadee and back—a remarkable achievement. The day ended with a wine and cheese party which raised another £100. In the picture are members of Stranraer crew, the helicopter crew and the representatives of the donors together with Dr Scott, branch chairman.

photograph by courtesy of F. H. McCarlie



**Whitstable:** On Saturday July 9 a new Atlantic 21 rigid inflatable lifeboat was handed over by Mr and Mrs Todd of the British Sub Aqua Club to Raymond Baxter, a member of the Committee of Management, who, in turn, handed her over to Whitstable honorary secretary, Barry Hardy, for use at the station. After a service of dedication, the lifeboat was named British Diver in recognition of the fund raising efforts by divers throughout the country, and a plaque commemorating the occasion was unveiled by Mrs Jean Todd. The British Sub Aqua Club launched the appeal in 1981 and more than doubled its target, raising more than £46,000 and providing two new lifeboats; £1,000 of this total was raised by David Robertson, general manager of BSAC, on a sponsored parachute jump. Seen in British Diver after her naming, Raymond Baxter, Mr and Mrs Todd and the duty crew of the lifeboat. During the afternoon a presentation was made to Mr Baxter by Larry Lamberton, on behalf of the station, of a framed copy of the service report relating to the night Whitstable lifeboat came to his assistance.

photograph by courtesy of Chris Davey of Whitstable Times

**Aberystwyth:** On Saturday August 20, a fine, warm day after a night of violent thunder storms, Aberystwyth's new Mk IV Zodiac D class inflatable, twin-engined lifeboat was handed over and a service of dedication was held for the station's new lifeboat, tractor and lifeboathouse. The lifeboat, funded by past and present Rag Committees of the University College of Wales, was handed over by the present Rag chairman, Paul Revell, and she was received on behalf of the Institution by Lord Stanley of Alderley, a member of the Committee of Management. The keys of the boathouse and tractor were presented to Lord Stanley by Neil Churchill, the son of the late Captain and Mrs Churchill who served as chairman of the branch and guild respectively for many years; Mr Churchill himself gave £2,000 towards the new tractor and alterations to the boathouse. (Right) After the service of dedication the new lifeboat is launched into the harbour to give a demonstration of her manoeuvrability, the mountain of Wales in the background.



photographs of Aberystwyth and Flamborough by courtesy of Jeff Morris

**Flamborough:** A service of re-dedication witnessed by some 5,000 people was held at North Landing, Flamborough, on Sunday August 7 for the 37ft Oakley class lifeboat Will and Fanny Kirby. The lifeboat, originally in service at Seaham until that station closed, had undergone an extensive refit to make her suitable for the unique launching conditions at Flamborough; to help pay for the refit, a new launching tractor and other improved launching facilities, the Flamborough appeal has raised a fine £130,000. Mr R. J. Kirby-Welch, representing the trust that originally funded the lifeboat, re-delivered her to the RNLI at Flamborough. She was received by Vice-Admiral Sir Peter Compston, a deputy chairman of the Institution, and then accepted from him on behalf of the station by Mr G. B. Bayes, the honorary secretary. After the service of re-dedication the lifeboat (right) was launched from her slipway, to head out of North Landing.





**Hastings (right):** Following her handing over and a service of dedication held on that blustery Sunday, June 5, Hastings' new D class inflatable lifeboat Cinque Ports I was launched for a demonstration run. The new lifeboat had been funded by Sandwich and District branch in memory of its honorary treasurer Knobe Clarke and after the lifeboat had been presented to Hastings lifeboat station by the Mayor of Sandwich, Councillor Herbert Sneller, a memorial plaque was unveiled in the boathouse by Mrs Clarke.

**Falmouth (below):** The warm, sunny July weather gave way to blustery winds and an overcast sky for the annual Falmouth lifeboat service at Custom House Quay on the evening of Sunday July 31. Three hundred people gathered on the quay for the service and afterwards made their way to North Quay where, after a short service of dedication, Viscount Falmouth, Lord Lieutenant of Cornwall and patron of Falmouth branch, unveiled a small slate plaque recording the opening of the new boathouse which had been funded by a local appeal; nearly £21,000 has already been raised.



## Off station service

PENARTH CREW MEMBERS Fred Minchin (skipper), Martyn Bromley and Richard Minchin, with their friends Peter Webb, also from Penarth, and Dick Minchin from Geneva, were on passage from Perros Guirec in Brittany to St Peter Port, Guernsey, in the chartered 40ft sloop *Shanaghee* when, at 0420 on June 17, Martyn Bromley and Peter Webb saw what they thought was a red distress flare, away to the south. Informing St Peter Port Radio of the sighting and of her own position, *Shanaghee* immediately headed for the estimated

position of the flare at best speed under power, about seven knots. No distress situation was known at the time but St Peter Port put out a PAN urgency call advising all stations.

Although all *Shanaghee's* crew were on lookout nothing was seen, even with binoculars, until 0504 when a red object was sighted 10 degrees off the starboard bow. By 0514 it became obvious that the object was a liferaft and by 0530 *Shanaghee* was alongside. They were now 14 miles south south west of Guernsey. The raft and its occupant, a French yachtsman, were recovered and within minutes *Shanaghee* was once again heading for Guernsey.

**Weston-super-Mare:** The lifeboat people of Weston-super-Mare met at Knightstone Causeway on Saturday August 13 for the naming ceremony of the Atlantic 21 rigid inflatable lifeboat funded by an appeal launched to mark the centenary of Weston-super-Mare station in 1982. The new lifeboat was handed over to the RNLI by Terry Clapp, appeal organiser, accepted by Raymond Cory, a member of the Committee of Management, and received on behalf of the station by the honorary secretary, John Williams. After a service of dedication conducted by the Reverend Prebendary J. T. Hayward, honorary chaplain of Weston-super-Mare lifeboat station, the Atlantic 21 was named Weston Centenary by Sir John Wills, BT TD, Lord Lieutenant of Avon. At a buffet lunch which followed at Weston Bay Yacht Club, Sir John Wills presented Mrs Jo Allam with her BEM awarded in the Birthday Honours List for services to the RNLI.

photograph by courtesy of Weston Mercury

continued from page 268

Northumbrian fishing village famous for its kippers. Mr R. C. Knowles represented the patrons of the Royal Oak, and passed the boat over to the honorary secretary, John Browell. The event had been overshadowed sadly by the sudden death of the station branch chairman, John Craster. Dr Lishman, an ex-chairman, kindly took the chair for the occasion. The boat has already done great service; it was in her that Helmsman Neil Robson and Crew Member Keith Williams rescued three fishermen in a near gale on May 1, 1982, a service for which they were presented with framed letters of thanks.

The Frenchman had been *en route* from Sark to St Malo, singlehanded, when his half ton yacht *Roumec*, on a fast broad reach, had struck a nearly submerged cable drum and had been holed. He had bailed as best he could, had let off a flare at 2312 and finally had taken to his liferaft as his yacht sank at midnight. Later, he had been asleep when he had been woken by the vibrations from an engine through the raft hull; he had fired the second of his parachute flares, which had been seen by *Shanaghee* about seven miles away.

The French yachtsman and his raft were landed safely at St Peter Port at about 0930.—F.J.M.

# Barrow to Poole

SEPTEMBER 1982

Extracts from the log of Acting Motor Mechanic ALEC MOORE of the delivery trip of the 46ft 9in Watson lifeboat *Herbert Leigh* at the end of her time as a station boat; she is now in the relief fleet. For the voyage the other members of her crew were Acting Coxswain Albert Benson, Acting Assistant Mechanic Bill Lancaster and Crew Members Ernie Diamond, Tommy Keenan and Frank Moore, BEM, retired motor mechanic of Barrow lifeboat.



(Right) Passing through Ramsey Sound

## Friday September 24

1330: Took stores, spare fuel and oil down to the dock to put on board *Herbert Leigh* as we would be sailing early next morning on the first leg of our passage from Barrow to Poole.

## Saturday September 25

0445: Under way, bound for Holyhead. Forecast: wind south south east moderate to strong breeze, force 4 to 6, possibly gales later.

0500: Passed Roa Island. Hooted our farewell to our wives who were watching *Herbert Leigh's* departure from the station she had served for more than 30 years. To us she was still *Herbert Leigh* but for this trip she would be known as *Lifeboat 900*, her official number. The forecast gale did not materialise. The sea cut up a bit choppy, but nothing much.

0800: Breakfast of bacon, eggs, sausages and fried bread washed down with coffee. Little did we know that this was one of the few times the weather would allow us to use our gas stove for cooking under way.

1330: Arrived Holyhead. Tied up alongside pontoon on the outer harbour wall. Met by Graham Drinkwater, Holyhead motor mechanic, and Robert Jones, the second coxswain. Heated up corned beef stew for lunch followed by apple pie and cream, prepared by Bill's wife. Went to find our digs. . . .

1545: Back to the boat to move her round into the yacht harbour to refuel her. After refuelling, we had just moored, as instructed, in the inner harbour when the berthing master came up. . . . He asked us to berth alongside a tug a few yards further ahead, but not until 1930 as the tug would be busy in the harbour until that time. Eventually we got tied up and were ready to leave for a wash and brush up when the 44ft Waveney lifeboat *Connel Elizabeth Cargill* tied up alongside. On board were John Marjoram, a staff coxswain, and Ian Campbell, a fleet mechanic. They were carrying out engine trials before the Waveney returned to Troon. Ian had worked on *Herbert Leigh* when

she had her new engines fitted at Ocean Fleet, Liverpool, and was very pleased to see us all. We had our evening meal with John and Ian, a couple of drinks and then to bed.

## Sunday September 26

0700: Breakfast. Forecast: wind south east gale to strong gale, force 8 to 9; heavy squalls. Albert decided not to sail. There is no point in getting a pasting for nothing. When you are on service, that's ok. . . . Tommy and I had a wander over to the Coastguard station and spent an hour there. . . . Frank was across at the harbour office, talking to the fellow on duty. It turned out he was the sick man taken off Morecambe Bay Lightvessel by *Herbert Leigh* in 1958. Small world, isn't it? (for this service the bronze medal was awarded to Coxswain Roland Moore—Ed.)

1200: Had lunch in the yacht club. Met 'Mac', Mr Burnell, Holyhead's station honorary secretary. After lunch he kindly gave Albert, Bill and Frank a tour of South Stack, Valley and Trearddur Bay in his car. Tommy and I went back to the digs where we were entertained by the landlord with his seafaring tales.

1945: Evening meal at the British Legion Club. Made most welcome. All lifeboatmen welcome here any time. We were all like honorary members. Grand people, the Welshfolk. Had an early night. . . .

## Monday September 27

0715: Breakfast. Forecast: wind east south east moderate breeze to near gale, force 4 to 7, becoming cyclonic variable later. Graham Drinkwater took us and our baggage round to the boat and we were under way at 0800 bound for Fishguard. Rounded South Stack and set course across Caernarvon Bay to Bardsey Island.

1000: Wind increasing, sea becoming rougher. We began picking up echoes of very heavy rain squalls some 10 to 12 miles away on our starboard bow; they showed up as blobs, almost like cotton wool, on the radar screen. The wind

was rising rapidly and veering round to the south south west. It was beginning to get a little wet and uncomfortable on board and it was obvious we were not going to be able to cook anything in these conditions.

1130: Wind was now south west. . . . perhaps up to storm force 10. It was becoming hard work bracing ourselves against the sides of the cabin and, with the seas on our starboard beam, on more than one occasion we found ourselves thrown across the cabin. Albert, Ernie and Bill did a marvellous job handling her. . . . It was so bad at one point that Albert considered taking shelter in Porthmadog, just round the corner from Bardsey Island. But the horizon to the south west was a little brighter now and there were no more squalls visible on the radar. So he decided to push on.

1215: Three and a half miles south south west of Bardsey Island. . . . 'Lifeboat 900. . . this is Aberdare Coastguard. . . Your position, please', came blasting through the VHF speaker. Our position was given and we were asked to turn round and go back nine miles to search for a yacht off Penrhyn Mawr. The Coastguard had been following her progress but had lost sight of her in the squalls. Albert turned as asked even though we were in unfamiliar waters, with an onshore wind and not very far from the coastline either. . . .

1300: Anglesey Radio Station called to say that the yacht had been sighted and was in no difficulty; we could resume our passage. We later found out that during that search the wind was still blowing at 65 mph. Set course for Strumble Head.

1930: Wind moderating but still a nasty swell as we approached Fishguard Harbour. Met by Dave Hughes, the acting coxswain, and Chris Williams, the motor mechanic, in their tender.

2000: Moored up to lifeboat buoy and taken ashore. Driven round to our digs. The Hope and Anchor beckoned to us with open doors, not to mention a much needed three course dinner and a pint

or two. Early night. I don't know about the others, but I was ready for bed.

## Tuesday September 28

0715: Breakfast. Forecast: wind south south east force 7 to 8 gales. Albert had decided not to sail. Moved *Herbert Leigh* round for refuelling. Meanwhile Frank had met Brian Moss, district engineer (North West), and Ken Williams, district surveyor of lifeboats (North West). Brian had brought *Herbert Leigh* from Ocean Fleet back to Barrow after her re-engining. He was now doing engine trials on Fishguard's 52ft Arun *Marie Winstone* and Dave invited us to go out with them for the trials run that evening. This was an opportunity not to be missed.

We had lunch on board their boat, courtesy of our stores, and our evening meal in the Hope and Anchor. Then another early night because the next day's forecast was favourable and we had a good chance of sailing on the next leg to Newlyn. This was to be our overnight passage across the Bristol Channel and round Land's End.

## Wednesday September 29

0800: Breakfast. Forecast: wind south west, moderate breeze, force 4. Weather fine.

1000: Under way bound for Newlyn. Just a gentle swell which made a welcome change from the previous two days . . . Rounded Strumble Head and set course for Ramsey Sound, a stretch of water between St David's, on the mainland, and Ramsey Island. Once through here it was on past Skokholm and Skomer Islands and a course set for the Longships Light, Land's End.

1245: Albert: 'How about some lunch?'  
Me: 'How does tinned mince with new potatoes and peas grab you?'

Albert: 'Great. I'm ready for something good!'

Pause while I get to work.

Me: 'Albert. We've left the butter back at Fishguard.'

Albert: 'So what?'

Me: 'Our tin opener was with it!'

The next part is unrepeatable, but the last words I heard Albert muttering

were something about someone being keelhauled! . . . Our lunch was opened with a pair of pliers. It worked, too.

1400: By now we had lost sight of land and were crossing the Bristol Channel. We watched a magnificent sunset which gave way to a perfect moonlight night. There was no other traffic around. We were on our own.

2130: Our landfall was the sighting of the lights of Newquay, way over to the south east. Bang on course for Longships and Wolf Rock Lights. We passed inside these and rounded Land's End at 0030.

0130: Passed Penlee Point and entered Newlyn Harbour at 0200. Tied up alongside the fish quay and tried to get our heads down for a few hours. Not easy with a French trawler's generator clanking away all night right alongside.

0645: Met by Michael Inskip, Penlee's motor mechanic, who kindly refuelled for us while we had a wash and brush up and cooked breakfast on board. Albert decided to push on while the weather was fair and at 0820 we were ready to sail.

0830: Forecast: wind south, strong breeze, force 6. Weather fine. Slipped out of Newlyn Harbour bound for Brixham. Set course for the Lizard across Mounts Bay. Passed Plymouth and across to the Eddystone Light. . . .

1500: Set course for Start Point and on to Berry Head on the south side of Brixham Harbour.

1930: Arrived Brixham Harbour. Refuelled and moored up to the spare lifeboat buoy. We were ferried ashore to the boathouse by Stephen Bower, the motor mechanic, and shown to our digs. The first people we met were Ian Fairclough, coxswain of Fleetwood lifeboat, Evan Jones, motor mechanic of Moelfre lifeboat, and Brian Gerrard, a staff coxswain. More of Frank's old comrades! These three with John Scott, the station mechanic from Blyth, were carrying out sea trials on a new 44ft Waveney lifeboat, *The William and Jane*, due to go on station at Blyth the next month.

2030: An evening meal and a few drinks with the aforementioned friends

and then to bed ready for our final leg to Poole.

## Friday October 1

0815: Breakfast. Forecast: wind south strong breeze to gale, force 6 to 8. Overcast with squalls.

0920: Left Brixham Harbour. Heavy swell. This wasn't to be our day. The direction finder was us; then the radar failed half way across Lyme Bay. All main fuses checked and changed; no joy. Set itself opened up. Eagle-eyed Albert spotted a loose wire and this was re-connected and fuses replaced; still no joy. So Albert and Ernie were navigating on dead reckoning now. Weather worsening all the time.

1330: By now we were crossing the famous Portland Race, a sea area off Portland Bill where wind against tide creates confused seas, which is exactly what we had. A really nasty swell coming mainly on our starboard beam . . . We passed through all right and set course for Anvil Point. . . .

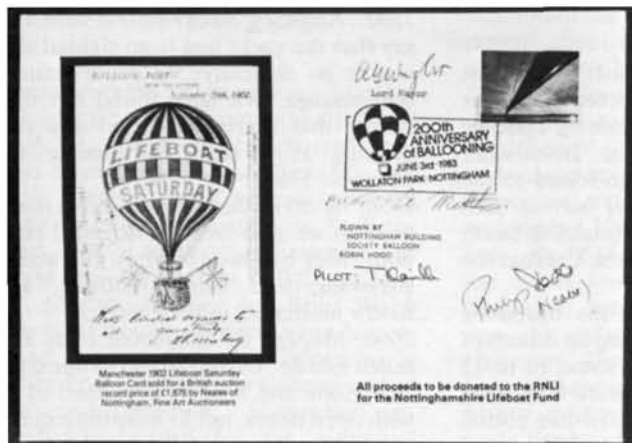
1745: Entered Poole Harbour and were met by Poole's Dell Quay Dory lifeboat with Coxswain Frank Ide aboard to pilot us up harbour to the quay. The last half hour's steering was granted to Frank Moore. *Herbert Leigh* had been Frank's boat for so long that Albert decided that it was only fitting that he should take her in.

1830: Tied up alongside RNLi depot quay. Taken to our digs. After our evening meal Cdr George Cooper, deputy chief of operations, invited us to Poole HQ and showed us round. Then we all went for a pint or two . . . It was the only time we could relax, not having to worry about the next day, whether we could sail or not. Turned in ready for the drive back to Barrow in the morning.

All hands said they thoroughly enjoyed the trip, every minute of it. For all the batterings and soakings we received we would do it all again, any time.

Published by kind permission of Barrow News in which the article first appeared.

## Nottingham lifeboat appeal



NEALES OF NOTTINGHAM in conjunction with the RNLi Nottingham and District branch and Nottingham Building Society arranged a celebration balloon flight on June 3, 1983, to commemorate the two hundredth anniversary of the Montgolfier brothers' balloon flight in 1783. The balloon carried a limited edition of 2,000 design covers to raise money for Nottinghamshire lifeboat appeal. The cover (left) depicts the Manchester 1902 Lifeboat Saturday balloon card which Neales sold recently for a British auction record of £1,675 (not for the RNLi) as well as a special cancel designed by Mrs Ledgerward of Nottingham.

Nottingham Building Society kindly flew the covers in their balloon *Robin Hood* on June 3. The launch was performed by the Lord Mayor of Nottingham, Councillor Albert Wright, from Wollaton Park, former home of the Dukes of Newcastle, by permission of the City Council. The covers are available from Mr T. Vennett-Smith, Neales of Nottingham, 192 Mansfield Road, Nottingham NG1 3HX. Price: £3.50 each if signed by the Lord Mayor of Nottingham and the balloon flight crew; or £2.50 each if unsigned.

# Best Efforts

## OF THREE SMALL BOYS

by F. R. Davies

HOW WOULD YOU react when confronted with three seven-year-old boys who had seen, say, a model you had built 15 years ago, and who wanted to build their own? Would you tell them that, because of inflation, it would cost three times as much now as it did then? Would you look them over and decide that they were too young, by five years? Could you enjoy working with the boys for three months?

The working model they had seen was a Barnett-Stromness lifeboat built from a set of Modelmaker plans in 1967 and re-named St Nicholas lifeboat *Christina Mary*.

First of all, I wrote to the boys' parents, asking if they were willing to contribute a third of the total costs. While awaiting their decisions, plans were reduced to half size for the boys to use in conjunction with my own model. They came for something like six months although the models themselves

took only about half that time to build.

My model was partly dismantled to reveal the 'bread and butter' method of construction: the hull built up in shaped layers. The requisite shapes were then traced from the plan on to thick pieces of wood, all that was available free of charge. For the following month the boys sawed out stacks of long, curved strips. These waterlines, as they were called, were glued on top of each other and to either side of marked centrekeels to form three hulls.

It was heartening to see the boy's enthusiasm. They really entered into the spirit of things with the Surform, which filed these hull blocks to template shapes against, across and with the grain, all at the same time. A labour of love: very difficult, wasn't it boys? How it revealed personality and character. Oh, what a struggle it was, and what a mess you made! Cleaning up took hours . . . gone are those days!

Tools had to be shared, in five minutes relay fashion, so that each boat remained, more or less, at the same stage of advancement. That held back the boys and made them help each other: they exercised discipline. Next came the painting: white below the boot-topping, dark blue topsides and bright red fendering. While the boys were busy, sloshing about and having fun, the plywood decks were cut and fitted. Then, in the bath, the lifeboats were launched.

There were yells and shrieks of delight as the water was churned to 'heavy seas', objects were placed to create 'broken waters' and even 'shallows' appeared as, the bath being emptied, the 'tide' went down! That was how the boys came to understand stability and buoyancy. The hulls refused to sink, despite deliberate swampings, and always kept an even keel: such was the measure of their success, and they could not wait to take the boats home.

After that, the plywood cabins, the control panel and all remaining deck fittings were made, the boys gluing the various parts together and painting the upperworks white. There were problems fitting the twin propeller shafts and electric motors. Parts were wired to switches and batteries, and included an electric searchlight. There were two working models, each costing £75 of which those parents were to pay a third. Wow!

As the boys had visited Falmouth lifeboat while on holiday they chose that port as their model lifeboat station. And what better, in view of best efforts, than to give their Christian names to the lifeboat models? Carefully painted thin paper flags were added and, on the wireless mast aft, there was a Red Ensign; on a pole, above the foremast, the large RNLI flag; and code flags stretched overall bearing the message: 'Volunteering aid and help to anyone in danger at sea'.



*The first of the three Barnett-Stromness model lifeboats to be 'commissioned', seen as though launching down a slipway with its proud 'coxswain', just three days short of his eighth birthday. He has called the model Falmouth lifeboat David Patrick.*

## Holidays galore . . .

Scotland's 1983 Holidays Galore prize draw, which grossed about £10,000 for the lifeboats by the sale of tickets by branches and guilds, took place on August 5. First prize, a cruise to Faroes on the Smyril Line MF *Norrøna*, with six nights at the Hotel Foroyar at Torshavn, was won by Mr W. Innes of Wick. Other prizes were three nights at any Allied Hotel in Scotland (won by Mr J. Ivison of Annan), a British Rail Mini Stardust weekend in London (won by Dr M. O'Connor of Kincardine-on-Forth), a Scotsman Scottish Country Dance weekend at Peebles Hydro Hotel (won by Mrs A. Johnstone of Lochwinnoch), and a West Highland holiday at the Royal Hotel, Ullapool (won by Mr C. Noel Glen of Alexandria). All prizes were for two adults. Present at the draw were (l to r) Dr William Guild, an honorary life governor, Mr Paulson, Faroese commercial attaché, Mr Mackie, associate editor of *The Evening News*, Edinburgh, Mr Preece, area passenger sales manager British Rail, Mr Jamieson, director of Allied Hotels, Mrs Barbara Laing, RNLI area organiser, and Mr W. F. G. Lord, an honorary life governor and vice-chairman of the Scottish Lifeboat Council's Executive Committee.

photograph by courtesy of *The Evening News*, Edinburgh





## Newmarket Charity Race Day

THE RNLI was the beneficiary of the 1983 Newmarket Charity Race Day on Saturday June 25 when just over £13,500 was raised for the lifeboats. Although the morning began dull and overcast, by midday the cloud had dispersed and the sun shone on the racegoers and stand helpers (above left). The model Solent and Waveney lifeboats on show were by courtesy of Robert Mortlock of Felixstowe and the Watson by courtesy of Roger Whistler of Southend-on-Sea. Newmarket Round Table gave its support, running a bottle stall which raised £642.39.

Three of the seven races on the card were sponsored: the Van Geest Stakes, the Childwick Stud Stakes and the Holsten Diat Pils Maiden Stakes. Mr and Mrs van Geest were guests



of the RNLI for the day but Mr Joel, who donated money towards the Childwick Stud Stakes race, unfortunately could not attend. Other guests included Coxswain Richard Davies of Cromer and Coxswain Peter Burwood of Harwich.

The grand draw, which raised £3,607.40, was made by Rear Admiral W. J. Graham, director of the Institution (above right); with him were (l to r) Jane Sullivan of the Eastern Region Office, an announcer, George Price, regional organiser (East), Vivian May, a member of the RNLI Fund Raising Committee, and Peter Osborne, area organiser (East). First prize, a 14-day cruise for two to the Canaries donated by Fred Olsen Lines, was won by Mrs Sheila Jones of Southwold, where the voucher was later presented to her by Helmsman Roger Trigg and Peter Osborne.

*photographs by courtesy of Colorlap International*



**Lifeboat exhibition:** West Mersea Primary School is a loyal supporter of the lifeboat service, having contributed more than £1,000 during the past few years. For its latest project individual children wrote to 150 lifeboat stations asking for photographs of lifeboats and crew; with each letter £1 postage was sent from school funds. So much information was forthcoming that an exhibition was mounted at Mersea Island Community Centre on July 18; more than 200 people attended the exhibition, which was opened by Lady Norton, a life vice-president of the Institution, seen (left) with two of the children.

*photograph by courtesy of Essex County Newspapers*

## Change of address

From October 10 the address of the RNLI in the City of London will be:

RNLI Office,  
Baltic Exchange Chambers,  
St Mary Axe,  
London, EC3

## Obituary

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

*November 1982*

Mr G. T. Paine, MBE, president of Dungeness station branch, after serving as chairman from 1931 to 1982. Mr Paine was awarded the gold badge in 1963, a bar to his gold badge in 1976 and honorary life governorship in 1980.

*May 1983*

Hedley V. Miller, OBE, K st J, who had supported the Institution for more than 60 years, for many of them as a member of Plymouth station branch committee.

*July 1983*

Walter Digory Crowther, coxswain of Plymouth lifeboat from 1939 to 1961, after serving as second coxswain from

1930 to 1939. Walter Crowther, who first joined the crew in 1926, was awarded the bronze medal in 1942.

Mrs E. E. Currie, who gave to the Institution the 52ft Arun relief lifeboat *Edith Emilie*.

Walter Stanley (Jim) Firman, Scarborough tractor driver from 1952 to 1969, after serving as tractor driver helper from 1949 to 1952; during that time he was never known to miss a launch or recovery. On his retirement at 65, Jim Firman sold souvenirs at the boathouse for ten years, continuing to visit the station every day until his death. Mr Firman's son is now assistant tractor driver at Scarborough and his grandson is coxswain.

Mrs P. Hamley-Rowan, president of East Sheen and Barnes branch since 1982 after serving as honorary secretary from 1939 to 1982. Mrs Hamley-Rowan

was awarded a record of thanks in 1951, the gold badge in 1960, a bar to her gold badge in 1971 and honorary life governorship in 1976. She was awarded the MBE for her services to the RNLI in 1982.

Thomas George Stephens, second coxswain of The Lizard-Cadgwith lifeboat from 1967 to 1968 after serving as bowman of that lifeboat from 1961 to 1967 and of The Lizard lifeboat from 1952 to 1961. George Stephens was a greatly respected member of a traditional lifeboat family.

*August 1983*

Mrs E. Horry, a president of Skegness ladies' guild since 1974 and chairman from 1961 to 1973; she had been a founder member of the guild in 1960 after serving for a number of years as a member of Skegness station branch committee. Mrs Horry was awarded the silver badge in 1970.



# Shoreline Section

IT IS ALWAYS pleasing to report that one of our Shoreline clubs has been actively involved in fund raising. Such a club is No 8 at Peterborough which, in conjunction with the local RNLI branch, ran a very successful SOS day in Ferry Meadows on Sunday July 10. There were a number of static displays and demonstrations by various of the emergency services, but the main attraction was an air-sea rescue demonstration by a USAF Woodbridge Jolly Green Giant helicopter from the Ferry Meadows lakes. The final figure raised was £2,013. The success of this event has encouraged the organisers to undertake a similar venture in 1984. I can thoroughly recommend it as an interesting and enjoyable day for the whole family, so make a note in your diary now for July 8 next year.

From Peterborough we next go round the world to Hong Kong. Last April the

newly-formed Hong Kong RNLI branch held a social evening for Shoreline members living in the area; I understand that it was well attended and a most enjoyable evening. The branch invites any Shoreline member planning a visit to Hong Kong to get in touch either with Mrs D. P. Wilson, D4 Fairmont Gardens, 39A Conduit Road, Hong Kong (telephone 5-469766) or Mrs Helga McPhail, A2 Fulham Gardens, 84 Pokfulam Road (telephone 5-877283). You can be assured of a very warm welcome.

It would appear that the older our members get the more active and keen they become! This June, Mr A. V. Fradley of Stafford, a young 70, undertook a sponsored walk on our behalf covering 20 miles round his parish boundary. The total amount he raised, £55, was handed over to our regional organiser for the Midlands, Richard Mann. Well, done, Mr Fradley.

A letter from another of our members, Mrs Doris Pearce, who admits that she and her husband are 'getting on in years', brought with it a donation of £18. Mrs Pearce keeps a box into which go all her half pennies - and the half pennies of her friends. That added up to £6. The remaining £12 was contributed by her husband who, when he goes to

bed, empties his pockets and puts all the 1p and 2p pieces into a tin. Mrs Pearce writes, 'We shall continue to support you in the wonderful work you do . . .'

In previous editions of the journal I have mentioned Geoff Threadgold who runs The Horns public house in Gnosall, a very small village in Staffordshire. He is, and has been for a long time, a very keen supporter of Shoreline and I understand that most 'regulars' visiting his hostelry have become members of the RNLI. Now Geoff is also honorary secretary of Gnosall branch which, formed last year, has already raised well over £1,000 - much of it, they say, coming from the 'swear box' in the pub. The flag now proudly flying outside The Horns and its pole were made entirely by branch members.

Earlier this year we were intrigued to hear of a race horse named Shore Line. Was there any connection, we asked her owner, Robert Barnett of Belfast? He told us that, although the name of his three-year-old filly has no connection with the RNLI, he and his family are lifeboat supporters and that one of the directors of his company, John McAuley, is station administrative officer of Donaghadee lifeboat station.

Shore Line won the Elveden Maiden Stakes at Newmarket in the spring and has been placed once since then. We send her good wishes and shall watch her future progress with interest.

One letter which we were sorry to receive came from Mrs M. Storey. Apparently she and her husband enjoy visiting lifeboat stations, but on a recent visit to Spurn Point they came across some unexpected problems; first they were asked for an entry fee to the point and then were told they could not take in their dog. Perhaps I can explain, and also let other Shoreline members wishing to visit this busy station know the position.

Spurn Point is owned by the Yorkshire Naturalist Trust and is a very special bird sanctuary, for which an entrance fee is charged. Also the Trust has a strict rule that no dogs are allowed into the sanctuary. I am, of course, very sorry that Mr and Mrs Storey were disappointed, but this is something beyond our control.

Every new member who enrolls is, indeed, very welcome to Shoreline and it would be impossible for me to mention everybody in this page. I am sure, however, that members will be interested to hear that the famous actor Peter O'Toole has joined our ranks as a life governor, through our Kenilworth branch. Our good wishes come to you all.—PETER HOLNESS, membership secretary, RNLI, West Quay Road, Poole, Dorset BH15 1HZ.



(Left) The RNLI flag made by Gnosall branch members flies proudly at The Horns, saluted by Geoff Threadgold, a long-standing Shoreline supporter and now branch honorary secretary.

(Below) The race horse Shore Line; her name has no connection with the RNLI but her owners are lifeboat supporters.



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 109,000 people would have been lost without the lifeboat service.



*When Her Royal Highness The Princess of Wales visited Grimsby in July she was presented with a miniature model of Humbers's 54ft Arun lifeboat City of Bradford IV by the Mayor, Councillor Anthony Rouse. The model was made by Brian Williams of Kingsand.*

*photograph by courtesy of Evening Telegraph, Grimsby*

and all was well, but as a gesture of appreciation the yacht's owner sent a donation of £25 to the RNLI.

\* \* \*

On August 9 Paul Walker, a Mudeford lifeboat crew member, dived into the fast-running ebb off Mudeford Quay, swam to a sandbank opposite, ran along the beach and waded chest deep to rescue a girl clinging to a buoy. The girl, who had been trying to swim across The Run at the entrance to Christchurch Harbour, was in danger of being swept out to sea.

\* \* \*

Flying Flowers, which for £5 sends carnations anywhere in the UK direct from its nursery in Jersey, makes a donation to the Institution for every order received on a special RNLI order form; so far £200 has been raised in this way and here is an ideal gift for any occasion which will also help the lifeboats. Order forms are available from the Appeals Office, RNLI, West Quay Road, Poole, Dorset BH15 1HZ.



*Mrs Eva Sugden, 106 on July 20, must indeed be the RNLI's oldest supporter. She is believed to have been the founder member of Spenborough ladies' guild, formed in 1928, of which at one time she was honorary secretary and of which she is still a member.*

*photograph by courtesy of Huddersfield Examiner*

THE RNLI is to establish a new lifeboat station at Alderney in the Channel Islands and within the next few months a 33ft Brede class lifeboat will be sent there for an initial trial period of twelve months.

There was a lifeboat station at Alderney from 1869 to 1884 but there are no records of service launches. The station was thought to have closed when many of the fishermen left the island and it was not possible to provide a lifeboat crew.

The people of Alderney have already indicated their whole-hearted support for the establishment of the new station and no difficulty is expected in recruiting lifeboatmen to man the lifeboat.

\* \* \*

In the summer issue of THE LIFEBOAT it was stated that both services for which former Coxswain Richard Evans was awarded the gold medal for gallantry were carried out in the 42ft Watson lifeboat *Watkin Williams*, now in the Welsh Industrial Maritime Museum at Cardiff Docks. The service to *Nafsiporos* in 1966 was carried out in *Watkin Williams*, but the service to *Hindlea* in

## Here and There

1959 was carried out in the 41ft relief lifeboat *Edmund and Mary Robinson*.

\* \* \*

One evening towards the end of July the yacht *Solent Claymore* had just switched on her engine to make better time, after enjoying a beautiful sail up Channel from Dartmouth for about six hours, when her propeller was fouled; even though she continued to sail she found the fouled propeller impeded progress and her speed was reduced to two or three knots. Portland Coast-guard kept watch on her through the night and until 1400 the next afternoon when, with visibility down to about two miles and the wind down to force 1, help was organised.

The first boat to reach *Solent Claymore* was *Sir William Roe*, a firing range safety boat, closely followed by *mv Gull*, a former Liverpool lifeboat at one time stationed at Runswick but now owned by Paul Neate, a lifeboat supporter at Poole. *Sir William Roe* was able to clear *Solent Claymore's* propeller,



*The annual Three Peaks Race starts from Barmouth and finishes at Fort William, calling at Caernarvon and Ravenglass on the way, where crew members have to disembark and run up Snowdon and Scafell Pike. The race ends with a 13-mile run up Ben Nevis; altogether 350 miles at sea and 70 miles running. In 1982 the yacht Eurythmic was sponsored for the RNLI, and before this year's race her crew (l to r) Mike Swain, John Baker, Peter Mathias, Colin Rose and Mel Hughes, presented a cheque for the money they had raised for the lifeboats, £1,250, to Coxswain George Jeffs of Barmouth lifeboat.*



*Barry Dock lifeboat station has very close links with RAF Kinloss, a friendship which began six years ago when Fl-Lt Tony Cowan and a colleague were testing a homing device they had invented. After a satisfactory completion of the trials, in which the crew of Barry's Arun took part, four lifeboatmen were invited to take a flight in a Nimrod. Since then almost all members of the lifeboat crew have 'flown' Nimrods. Last June four lifeboatmen, past and present, journeyed north to RAF Kinloss to present to 201 Squadron a model of a two-masted tops'l schooner made by former Coxswain Ted Powell, Barry Dock's 'thank you' to its RAF friends. (l to r) Wing-Cdr Peter Presland, former Coxswain Ted Powell, former Second Coxswain Tosh Thomas, Crew Member Len Dare and Campbell Morgan, at one time a crew member, now a deputy launching authority.*

# Books . . .

● Commenting on **Yacht Signalling** by Bernard Hayman (Nautical Books, Macmillan, £8.95) Rear Admiral W. J. Graham, director of the Institution, wrote:

*'This most comprehensive book on signalling to and from yachts is sure to make a significant contribution to safety at sea for yachtsmen.'*

Bernard Hayman, who was editor of *Yachting World* for many years, has cruised extensively in his own sailing yacht. He is also an auxiliary coastguard and has represented yachting with Department of Trade committees on navigation and search and rescue. His other work for the seafaring community includes long service on the Royal Yachting Association Council and also on the RNLI's Public Relations Committee, of which he is deputy chairman. For many years deeply interested in communications and the vital part they play in good seamanship, Mr Hayward has now, in **Yacht Signalling**, compiled the first complete guide and text book on every kind of signalling in small craft, with particular attention to radio telephony.

It is pleasing to note the emphasis placed by the author on the importance of fitting marine VHF radios in yachts, especially now that more and more lifeboats are being equipped with VHF direction finders. It is also good to find that instructions on distress and urgency messages by VHF radio are printed clearly and prominently on the endpapers, front and back, so that they are immediately to hand, whichever way the book is opened!

Whatever subject Bernard Hayman writes about, his readers can be sure that his work will be meticulous, exhaustive and authoritative, and **Yacht Signalling** is a book which every yachtsman should buy and study diligently.—E.G.

● Even today after two world wars the scale of the invaluable, and often heroic, contribution made by the citizen sailors of the Royal Naval Volunteer Reserve is but rarely appreciated. In this book **London's Navy: A Story of the RNVR** (Quiller Press, £9.95) Gordon Taylor traces the history of the volunteer naval forces from their inception to the present day. Although primarily concerned with the London Division a large portion of the text applies equally to the whole of the RNVR; now perhaps regrettably, merged with the professional seamen of the RNR who are in fact also volunteers.

The author was a chaplain RNVR and served afloat with the Royal Navy from 1940 until the end of hostilities, subsequently becoming chaplain to the

London Division, and he tells an absorbing tale. One point of particular interest, probably not generally known, is that by the end of World War II 80 per cent of naval personnel was drawn from the RNVR; these were men with intense love of their country and of the sea.

One minor omission perhaps was the failure to mention the ready response of the London and other Divisions to the naval mobilisation at the time of the Munich crisis in 1938. A cheerful party from *President* boarded *Aquitania* in Southampton at the end of September and the ship, escorted by two R class battleships and four destroyers, set sail for the Far East via Suez. But Mr Chamberlains's 'peace in our time' sent them and the ship home again from Port Said after a hilarious voyage enjoyed by all. From then on *President* became very busy.

Interesting and useful appendices contain biographies of London Division personalities and some entertaining poems and songs. This book deserves an honoured place on the shelves of all those amateur seamen who became such efficient and valuable officers in World War II and those following in their footsteps.—E.W.M.

● Once again Grahame Farr, honorary archivist of the Lifeboat Enthusiasts' Society, has produced a reference work which will give great help to all those interested in the detailed history of early lifeboats. He is working on comprehensive **Lists of British Lifeboats**, and has just published the first part: **Non Self-righting Pulling and Sailing Boats, 1775-1916**. Not only are details and basic plans of each type of boat assembled for easy reference, with meticulous cross indexing, but the work is prefaced by a survey of the origins of the lifeboat which draws together all that it is authoritatively known of the earliest days of endeavour to save the lives of seafarers.

**Lists of British Lifeboats, Part 1** is available from the author, Grahame Farr, 98 Combe Avenue, Portishead, Bristol, BS20 9JX, price £2 post free anywhere in the UK.—J.D.

● Jeff Morris has recently published two more station history booklets to add to the 14 he has already written; both are researched, written and produced to his normal very high standards.

**The Story of the Fleetwood Lifeboats** begins in November 1858 when the RNLI's Committee of Management agreed to form a lifeboat station at Fleetwood. The first Fleetwood lifeboat, apparently un-named, arrived in March 1859; she was a 30ft self-righting Peake lifeboat rowing six oars, built by Forrest of Limehouse at a cost of £140-15-0d. Fleetwood's present lifeboat, the 44ft Waveney *Lady of Lancashire*, cost considerably more to build, but both lifeboats, and all the

others stationed at Fleetwood, have their own place in the station's illustrious history of saving life at sea. Copies of the booklet are available from the honorary secretary, Mr R. T. Willoughby, 14 Bucknell Place, Bispham, Blackpool, price 80p plus 20p postage and packing.

The second booklet is **The Story of the Ramsgate Lifeboats**, another station with a long history of sea rescues. The service which is generally regarded as one of the finest in the Institution's history is recounted; it is the service in 1881 to the barque *Indian Chief* which had run aground on the Long Sand in heavy seas and a full north-easterly gale. Such were the atrocious sea and weather conditions that the lifeboat *Bradford* did not return to Ramsgate until she had been out on service for 26 hours. Copies of the booklet are available from Mrs V. Oakley, 18 Queen's Avenue, Ramsgate, Kent, price 75p plus 25p postage and packing.—S.J.G.

● Those yachtsmen who first made the acquaintance of Malcolm Robson's collection of plans and sketches in his *Channel Islands Pilot* with its profuse use of illustrated transits and leading lines, will welcome two additions to the series: **French Pilot Volume 3 (Raz de Sein to Belle Isle)** and **French Pilot Volume 4 (Morbihan to the Gironde)** by Malcolm Robson (Nautical Books, Macmillan, £14.95 each). The reviewer had these two books with him while making passage from St Jean de Luz to Poole, and had the opportunity to use Volume 4 entering La Rochelle and Volume 3 when making a call at Hoedic. At both ports of call the books were of great assistance in identifying lights and landmarks. These books are recommended for those who sail by day on the lookout for secluded and picturesque havens away from the hurly-burly of the *ports de plaisance*, but they must be prepared to rest on bilge-keels or legs as most of the places described dry out.—K.M.

● Three books have recently appeared on different aspects of one vital subject: lights for the guidance of mariners by night in coastal water.

**Keepers of the Sea** by Richard Woodman (Terence Dalton, £11.95) is a most attractive publication, well illustrated with many photographs. The author sets out to recall the history of yachts and tenders of Trinity House, the men who have manned them over the centuries and the essential work they have performed. It is an interesting account of the work of laying and maintaining buoys to mark approaches to our harbours, the relieving of crews of lighthouses and lightvessels and many other duties in both peace and war. Throughout the book the story is interestingly linked to what was happening at the time. Whether it was the part played in 1797 by Trinity House in preventing the mutineers at the Nore getting

their ships to sea by the removal of the buoys and lights in the Thames Estuary, or the laying of buoys in 1944 to mark the channels to the D-Day beaches, the narrative is beautifully told. This is a book all who are interested in our maritime history should read.

**Lights of East Anglia** by Neville Long (Terence Dalton, £6.95) is a history of six of the major navigational lights on the East Anglian coast. It has been very well researched from a considerable number of sources, many of them extremely scanty. The author has pieced together this wide range of detail to make an interesting account of how each lighthouse came into being, the almost insurmountable difficulties that their builders had to overcome and the unending battle against subsidence, sea encroachment and erosion on this treacherous part of the English coast. The introduction is particularly interesting, describing the build-up of coastal sea trade down the east coast occasioned by the demand of London for coal at the beginning of the seventeenth century. By the end of that century, fleets of 300 or 400 colliers would leave the Tyne all at one time, hoping by their very number to achieve a safe passage to London. The casualty rate was nevertheless enormous.

In an author's note, Neville Long makes the point that his book is mainly about the past and no part of it should be relied on for navigational purposes. While this is an extremely important point, this book added to a yacht's book rack could well help skipper and crew to enjoy an off duty hour or while away time spent at anchor waiting a change in tide or weather.

**Lighthouses** by Don and Margaret Macpherson (Hamish Hamilton, £3.95) is a children's book in the seven to ten age group. It is attractively produced in stiff cover form and is well illustrated. The opening pages explain about

ancient sea marks, lights, lighthouses and beacons. The authors then go on to recount the story of the Eddystone Rock and the men who built the four different lighthouses that have stood on this reef since 1960. The final pages cover more general considerations: an outline of the life in a rock lighthouse, lightvessels and finally instructions on how to make a paper model of a lighthouse.

On the front and back endpapers can be found the names and positions of no fewer than 138 important lighthouses in the world, but this is by no means all of them. Two notable omissions in British waters are the Bishop and Wolf Rock lighthouses. Nevertheless, this is a book written in language a child will understand and contains information helpful to improving general knowledge.—A.P.M.W.

● The yachtsman who faces the long haul across the Atlantic for the first time cannot fail to be daunted by the long, and costly, list of charts and publications which he is advised to consult before setting sail. Now, in an excellent publication, **The Atlantic Crossing Guide** edited by Philip Allen for the Royal Cruising Club Pilotage Foundation (Adlard Coles, £17.50), all the wisdom and experience of countless yachtsmen who have made the passage, and hints on wind and weather, currents and optimum routes in the various seasons have been collected from the routing charts and pilots, collated, distilled and presented in a single cover.

The book is in four parts: preparations, ocean passage routes, the islands (as possible staging posts) and port information. The last part includes plans of the harbours of terminal ports and intermediate ports of call or refuge with lists of the facilities available at each and their quality.

It is significant that the book costs less than *NP 136 Ocean Passages of the World* which would be only one of the many books with which the yachtsman would otherwise have to arm himself in the absence of this invaluable book.—K.M.

● The memories of storms past linger from generation to generation and **Pembrokeshire Shipwrecks** by Ted Goddard (Hughes, £6.95) opens with the impact at Milford Haven of the great storm of 1703 during which, all round the coasts of Britain more than 150 ships were wrecked and about 8,000 people lost their lives. The south-west coast of Wales and its offlying islands are open to the full force of Atlantic gales and, in this busy seaway, over the years many a sailing ship, coaster, tanker or yacht has come to grief on its rocky shores.

The story of disaster, however, is mitigated by the record of gallantry of the lifeboatmen of Pembrokeshire, much of which is remembered in this book. Here, for instance, is related the service by Fishguard lifeboat on Dec-

ember 3, 1920, to the Dutch motor schooner *Hermina* for which the gold medal was awarded to Coxswain John Howells, the silver medal to Second Coxswain Thomas Davies, Motor Mechanic Robert Simpson and Crew Member Thomas Holmes, while bronze medals were awarded to the rest of the crew. Here, too, can be found a record of the service to the tanker *World Concord* which broke in two in hurricane force winds in the Irish Sea on November 27, 1954; this was a service for which Coxswain William Watts Williams of St David's and Coxswain Richard Walsh of Rosslare were both awarded the silver medal. At the end of the book, as well as a bibliography including newspapers and journals, is a chronology of wreck and rescue in the area.

*Pembrokeshire Shipwrecks*, well written and illustrated, is a useful addition to the library of lifesaving at sea.—J.D.

● Among other books which have been received recently are:

A new **Times Atlas of the Oceans** (Times Books, £30), a magnificent production charting ocean environment, resources and trade and going on to such subjects as pollution and strategic use of the sea and maritime archaeology. A fascinating work for those deeply interested in the sea.

**Alarm Starboard!** by Geoffrey Brooke (Patrick Stephens, £9.95) is a true story of war at sea, tracing the author's fortunes from pre-war midshipman in a flagship which was mined in 1939 to service in a Pacific carrier which was hit by two kamikazes in 1945. In writing this very personal account of service in the Royal Navy in wartime, the author has not relied on memory alone; he had preserved a store of contemporary papers himself and his mother had kept all his letters home, passages from which are in places quoted verbatim.

For a little light relief, perhaps for the yachtman's Christmas seaboot stocking, what about **The Pick of Peyton**, a collection of Mike Peyton's sailing cartoons gathered into a book published by Nautical Books, Macmillan (£4.95). In a foreword, Giles, who has given many of his own cartoons for RNLi Christmas cards, remembers once going out with Uffa Fox when, for him, at least 50 Peyton calamities happened on one short sail! All, he adds, generously overlooked by the great-hearted Uffa.

**Sea Jargon** (Patrick Stephens, £6.95) claims to be the first dictionary of the unwritten language of the sea 'in all its colour, vulgarity and humour'. The author Lew Lind is a Navy public relations officer and foundation National President of the Naval Historical Society of Australia, and entries for this dictionary come from a variety of sources. Here is an opportunity to discover the origins and meaning of many sayings which have slipped into everyday use in our language.

## School packs

THE RNLi has just produced a new schools pack comprising four full colour posters, a map, special newspaper, leaflets, colour pictures, fact sheets, diagrams and a cardboard model lifeboat all packed into a sturdy and attractive wallet. Also included are comprehensive teacher's notes giving suggestions and guidelines for interesting projects suitable for a wide range of ages and abilities.

There is a charge of £3 per pack, including post and packing, to cover costs and the packs can be obtained from:

RNLi,  
Appeals Department,  
West Quay Road,  
Poole,  
Dorset BH15 1HZ

Please include remittance with order.

# Some Ways of Raising Money

Once an RNLI supporter, always a RNLI supporter! When Mrs J. B. Wilson, who had worked within the ranks of Colwyn Bay branch since 1965, settled with her family in Hong Kong she asked HQ if she could start a branch there. With the dedicated support of Mrs Helga McPhail, now honorary secretary, a branch was formed in September 1982 and a most successful launching party, for which 300 tickets were sold, was held at the Volunteer Officers Mess, Beaconsfield House, in December. Already a coffee morning, organised by Royal Navy wives, a social evening and a summer poolside party at HMS Tamar have been held. Support has come from the Royal Hong Kong Police, shipping and other companies and the Sea Cadets, while the sale of souvenirs has been possible because consignments have been taken out free of charge by British Caledonian Airways. As well as founder, Mrs Wilson is social secretary. A sponsored swim and a day out in a 90ft sailing junk are in the future programme, while more than £2,000 has already been raised for the lifeboats.



'Who said Braintree did not need a lifeboat?' writes 15-year-old A. Taylor who took this photograph at Braintree's fun day on May 15. The D class inflatable lifeboat, he said, was really only there for display! Despite a partly flooded field after a night of very heavy rain, Braintree and District branch members stuck to their posts, in the best RNLI tradition, and took £91 at their souvenir stall.



Getting on for 30 boats took part in Brighton trawler race which, organised by the Trawlermen's Association on July 24, raised £1,000 for the local RNLI branch.

photograph by courtesy of Daily Telegraph

On June 5, a day of driving rain, hail, thunder and lightning in the south, Romsey branch was running a 'Sunday Wine' event in the grounds of The Frenches Farm by invitation of Mr and Mrs Trevor Harris. Despite the thunder it was a roaring success; there was a fly-casting competition, guessing the weight of a trout donated by the host, a raffle and souvenir stall. Food and wine, and guests when necessary, were kept under cover in the farmhouse and its outbuildings while Romsey Sea Cadets nobly looked after car parking in an adjoining field. The occasion was much enjoyed and resulted in more than £500 for the lifeboats.

Every three months the Reverend H. Miles Leith of Elgin, Moray, goes on a strictly teetotal pub-crawl. Mr Leith, now retired from the Ministry of the Church of Scotland, makes the trip around pubs and hotels to empty the collecting boxes he has placed there. In three years he has not only collected £3,000 but has also helped to form branches at Hopeman, Burghead and Findhorn and Kinloss. His highest amount from one pub has been £64.

A booklet entitled *Neills of Bangor* which relates the fortunes of the famous coal importing and shipping family over the past 150 years, a sort of real life 'Onedin Line', is making money for Bangor branch, Northern Ireland. Its author Ian Wilson is generously donating proceeds from its sale—to date £378.96—to the RNLI.



Eight Lloyds Bank staff from Petersfield branch, their friends and customers together with an East Hampshire Post reporter made a sponsored parachute jump last April. The adventurous group, who raised £750 for Petersfield and District RNLI branch, were Graham Tosdevine, Caroline Ball, Tim Boxall, Debbie Carnac, Pam Puttock, Sue Rattley, Simon Manville and Lisa Blaikie. Comments afterwards included: 'Not for anything would I have missed that feeling of total exhilaration . . .' 'The landing was the worst part. It really comes up at you fast . . .' For Lisa Blaikie, seen in the photograph, it was 'Absolutely fantastic!'

Dublin's annual spring sale in the Concourse Hall of the Royal Dublin Society this year brought in another record profit of £11,363. Meanwhile a visit from Sothebys to Lismore Castle, where people who had antique items to be valued paid a sum to the RNLI for each valuation, brought in a remarkable £2,927.

Hitchin and District branch was formed in November 1982 when the former ladies' guild merged with the new branch committee. Shoreline members in the area were invited to the social evening at Weston Park, by kind permission of Mr and Mrs John Pryor,



(Left) Some of the survivors of Portrush, Northern Ireland, raft race at the finishing line. The race, paddled in cold, blustery weather on May 28 by more than 60 competitors from all over the Province, raised a fine £5,000 for the lifeboats.



Somehow, Brian Carrick, manager of Richmond branch of the Trustee Savings Bank, was persuaded to take part in a sponsored knit-in. He is seen here getting the hang of it before the event and the practice evidently paid off as he raised more than £30 of a total for the whole knit-in of about £400. Brian is now going to challenge the lady manager of the local Barclays branch, who is also the RNLI branch honorary treasurer, to raise more than him at the next knit-in.

photograph by courtesy of the Dimbleby Newspaper Group



The children of High Bank Nursery School, Swinton, Manchester, and their parents raised £293.50 for the RNLI in memory of their late head teacher, Miss Constance M. Hardman; while the children pile into their 'boat', the grown-ups are at the back of the 'shore party', (l) the present head teacher, Mrs M. K. Sutcliffe and (r) David Jones, RO(NW), with one of the parents. In addition to this sum, Mrs P. T. Meicalfe gave £5,000 to the Institution in memory of the late Miss Hardman, her sister, to fund a D class inflatable lifeboat.

photograph by courtesy of Bolton Evening News

at which the branch was launched. About £300 was made during the evening and in the few months of the branch's existence more than £1,000 has already been collected. New members are welcome: please write to the honorary secretary, Howard Levinson, 2 Pas-singham Avenue, Hitchin.

Phillips the auctioneers attended an evening organised by Hampstead Garden Suburb branch to talk about antiques and to discuss interesting objects brought along by guests. There was cheese and wine on offer and 150 people came to contribute towards a profit of £460.

Hendon branch in North London, formed last autumn, raised more than £900 during its first flag week and collecting boxes throughout the area are adding to that sum. The honorary secretary, Mr S. J. Marginson of 73a The Broadway, Mill Hill, is appealing for people in the area to come forward to increase the branch's manpower.



With just two weeks preparation time, Knaresborough ladies' guild put on a splendid lunchtime party last April at Goldsbrough Hall, one time home of the late Princess Royal and soon to be converted into flats for the elderly. Mrs Evelyn Walker, a committee member, obtained permission to use the Hall, recruited a flower club member to decorate it, asked a lady from Debenhams to demonstrate microwave ovens and organised the committee into making lasagne and shepherd's pies, salads and sweets. With 200 tickets sold, £627 was raised for the lifeboats.

Shoreham lifeboat society's house to house and flag day collection was made with the help of two Nautical Training Corps bands and £2,100 was raised as a result. More than £1,500 was made in a sponsored walk through driving rain and thunder over the Sussex Downs last May; seven NTC divisions brought in about £450 of this total while the Kingston Buic Brownies were responsible for a remarkable £425. A pram race organised in conjunction with the local Royal British Legion has made well over £1,000, half of which comes to the RNLI, with more sponsorship money still to be collected.

During the summer Mr and Mrs H. J. Palmer welcomed lifeboat supporters to two events in their homes, the first in Broadstone and the second on Round Island in Poole Harbour. A most successful coffee morning in Broadstone in June was followed one lovely July evening by a picnic supper in the beautiful surroundings of Round Island. Mr and Mrs Palmer and their family helped to make sure that the picnic was an occasion the 200 guests would remember and the two events raised nearly £900 for Broadstone branch.

Nigel Craine of Island Sailing, Hayling Island, spends his summers in Greece chartering boats to holidaymakers. The following list of misdemeanours is handed round on the first day of a holiday and the money collected in an 'honesty box' at the last night meal:

<b>Ye Ten Fynes for Misdemeanors . . .</b>	
Blockinge ye heads	50 drs
Ye warpe around ye shafte	20 drs
Sailinge of ye vessel with ye fenders a danglin'	20 drs
Ye anchor lite a shinin' after ten o'clock of a mornin'	20 drs
Goinge agrounde	20 drs
Skipper layte for meetinge	20 drs
A losin' of an oare	20 drs
A bouncin' of ye vessel off ye quay	50 drs
A throwin' of ye tangled warpes ta folk upon th' quay	20 drs
Failinge to employe ye communica- tion device	20 drs

All proceeds will be a goin' to ye RNLI

The first three trips (there are six more to come) brought in drachmas to the value of £78.73 sterling.



TVS 'Coast to Coast' presenter Khalid Aziz and Claire Roberts show that two hands are better than one when it comes to negotiating a 'nerve tester'. Khalid Aziz had opened a fête at Overton Primary School on June 25 which raised more than £700 towards a D class inflatable lifeboat in memory of Robbie Campbell, a young local merchant seaman killed in an accident in the Philippines last year. Robbie's car arrived at the fête pulled by twelve of his friends from Andover, a feat for which a further £1,500 has been pledged in sponsorship. photograph by courtesy of Basingstoke Gazette

While two teams threw darts for an hour, the remainder of Batford Methodist Church Youth Club, Harpenden, kept silent. The reason for this muted competition was that the children, aged between 11 to 14, were sponsored for the RNLI. One darts team scored 16,000 points, the other 14,000; everyone else maintained their silent order and a gratifying £70 was raised for Harpenden branch.

The second sponsored walk organised by Terry Byrne of Chester branch was a great success. All 25 walkers completed the 10-mile distance and at a reception in the Royal Naval Association Club, Chester, a resultant cheque for £601 was presented to David Jones, RO(NW).

A barn dance and supper held at Chipstead Sailing Club produced £904 for Sevenoaks and District branch. Mr and Mrs Charles Hutton and their team of hard working and enthusiastic friends produced a first-class four-course buffet supper and organised a vast tombola. The dancing was led by Mr and Mrs West, who gave their services free and made sure everyone enjoyed themselves. Sevenoaks honorary treasurer Geoffrey Walford and committee member Douglas Drew, represented the RNLI at the Heerema invitation pro-am celebrity golf competition at Leeds Castle in April; partnered by professional Phil Howard and celebrity Cliff Michelmore they finished joint third overall while, of the amateurs, Mr Walford came second and Mr Drew fourth. At the end of a splendid day's golf, with first-class entertainment by the hosts, £3,000 was donated to the RNLI.

Customers and staff of the Victory pub at Dartford, Kent, are ready to take part in any activity to raise money for the lifeboats: a sausage eating contest, for instance. One way and another they have raised £1,015 in two years.

Captain Graham Sommerfield, honorary secretary of Penarth lifeboat station, received a cheque for £200 from Mrs Christine Pinches, president of Penarth and District Chamber of Trade and Commerce. The money was half the proceeds of the Chamber's recent fashion show.

Keynsham branch, Avon, was started 15 years ago after one of the founder members, Edward Joll, had received help from the lifeboat service when his sailing dinghy lost a mast off Lyme Regis. Each year the total raised increases and last year it was £1,500. Regular contributions come from five ladies, all over 65, living at Rock Hill caravan site, who meet together each Monday morning for a cup of tea and perhaps to exchange homemade fare; the money thus raised in six months of each year is given to the RNLI and in 1982 it amounted to £151.



A welcome at Bembridge lifeboat station for Nigel Foster who raised £350 for Bembridge ladies' guild in the London Marathon. The cheque was received by Mrs S. Snelling, guild president. With them are (l to r front centre) Mrs D. Tyndall, guild chairman, and Major-General Sir Robert Pigot, president of the Isle of Wight lifeboat board, and other guild members and friends. More than 50 people ran in the London Marathon for the RNLI, just passing the target set for the lifeboats of £10,000.

photograph by courtesy of Joy Warren

The RNLI has benefited considerably recently from crew members of Shell Oil tankers. Assistant Steward Michael Hayward and G2 Martin Jeavons may have frightened themselves with a sponsored parachute jump but they raised £150 towards equipping the new Brede lifeboat *Merchant Navy*. Meanwhile, the crew of *Litiopa* decided to give their massive pools syndicate win of £13.80 to the RNLI and aboard *Alinda*, just before the ship was sold to scrappers, the remaining items of the 'slop chest' were raffled off and more than £200 raised for the lifeboats.

Another sponsored parachute jump: a group from Wiggins Teape raised £572.20 for Basingstoke branch by parachuting down. The jumpers were Michael Devorchik, the organiser, Adam Naylor, Darren Dean, David McDonald, Roseanne Oswell, Colin Brooks, Jim Halliday, Michael Duffy, Jane Wheeler, Nicki Barnard, Doug Stephen, Isabelle Norwell and Linda Moore. The verdict of one of them: to help the lifeboats made all those nervous hours of waiting worth while.

There is always a queue of at least 40 people waiting for the doors to open on the annual one and a half days sale organised by Bingley ladies' guild. The committee, under the founding chairman, Lady Binns, works very hard in setting up the sale and its efforts were rewarded this year by a profit of £1,000.

Harold Bennett, assistant honorary secretary of Swindon branch, received a telephone call one day from a Mr Hollister to say he had £309.25 for the

branch. Mr Hollister turned out to be entertainments secretary of the Rendezvous Club which is associated with Swindon Town Football Club and which had adopted the RNLI, unbeknown to the branch, as its charity for 1982. Later that day he delivered the money and after a chat with Mr Bennett decided to run another event for the lifeboats. This was a successful 'race nite' which brought in a further £97.14.

There are now over 500 members of New Milton and Barton-on-Sea branch; since the branch was formed in 1972 over £45,000 has been raised and last year's total was an impressive £7,000 which is from a total population of about 18,000. A very successful five-day sale at the Speckled Trout pub in New Milton, which netted £900, is an example of the active fund raising that goes on in the area.



*When Grange Infants' School invited Hartlepool crew members Les Pounder and Ron Lacham to visit them in July it was to present them with a cheque for £712.58. The children had added up this impressive sum for the lifeboats with a sponsored spell.*

photograph by courtesy of *The Mail, Hartlepool*



*How to clean up for the lifeboats. Barrie Davis, studio manager of Dawson Strange Photography in Cobham (wearing Shoreline sweater) undertook to sell off in aid of the RNLI cleaning products which his firm had been photographing and which had been kindly donated by Johnsons Wax Ltd. At a third of the retail price, the staff had soon polished them off and raised £71.65 for the lifeboats.*



*These pirates come from Cable Belt Ltd, Camberley, and were just one of the teams to take part in the sixth annual pub crawl organised by Camberley branch. With the help of plunderers like them £1,432.33 was amassed from lifeboat supporters.*



*A neglected caravan, found in a field and bought for £40, has been re-furbished by Fareham branch for fund raising with help in cash and kind from local firms. At Fareham Show, Mrs Wendy Nelson, RO (South), gives a toast to the success of the venture to the two committee members who found the caravan and worked on its restoration, (l) David See and (r) Charles Beavis.*

photograph by courtesy of *Southern Evening Echo*

A memorable buffet supper was organised by Rugby branch and ladies' guild at Drewetts Countrywide Caterers, Butlers Leap, last April. Ronald and Anne Drewett generously lent the premises and provided the food and drink free of charge and the excellent result was more than £1,000 to the RNLI.

You had to pay £1, to the RNLI, to enter an X class yachting race organised by Tom Hunt, former secretary of Parkstone Yacht Club. The winner had the dubious honour of subscribing a further £2 to the RNLI and all the other entrants had to pay £1 for finishing, except the last boat whose skipper got his money back. Protests had to be accompanied by a £10 fee, non-returnable, and anyone trying to duck out of finishing would have been fined £10. Perhaps it was poetic justice that Tom Hunt won his own race; £15 was raised for the lifeboats.

A team of board sailors from Rhosneigr Boatowners Association organised a round Anglesey sponsored board sailing event over three days in July. A team of seven intrepid board sailors, aged from 15 to 35 and led by Martyn Rees, covered some 75 miles in the three days. They were escorted by three of the association's safety boats and received valuable help from Trearddur Bay, Holyhead and Beaumaris lifeboat stations and from Holyhead Coastguard. More than £1,000 was raised of which £550.95 was given to the RNLI.

At a Racal Decca dinner during Southampton Boat Show last year, John Gunner, general sales manager (UK), backed up by the company's radar agents, undertook a sponsored slim to last from the last day of the Southampton show until the first day of the London Boat Show 1983. As a result, Mr Gunner was able to present to the RNLI at the London Boat Show a cheque for £500 (wrongly attributed to Racal Decca in the spring journal) and he later added another £34 to that total.

As their part in Rotary International British Isles' successful appeal for the Thames class lifeboat stationed at Dover, Banbury Rotary Club has allocated £1,000 from its charity trust fund to the RNLI. The amount was presented by Rotary president, Mr S. Maxwell, to John Stiff, honorary treasurer of Banbury RNLI branch, at a Rotary luncheon.

Angmering branch held its annual garden and sherry party in June in the grounds of Ecclesden Manor, the thirteenth century home of its late president, Mrs G. K. Andrew; a profit of £686 was made, an increase of 36 per cent over last year. The following month, lifeboat week brought in £347, another increase, and a further £91.86 was raised with a souvenir counter at an open day at Marsdale School, East





Hidden among a band of ace fund raisers are Shoreham lifeboat's motor mechanic, Jack Silverson, and Ian Wallington, RO(SE). The children, class 1 (aged 10 and 11) of Shoreham Beach First School, have just handed over a cheque for £268.64 which they accumulated with a sponsored multiplication table competition.



Brierley Hill and Kingswinford branch has a caravan, obtained through the good offices of a local benefactor, which can be seen regularly at local fêtes and fund raising events. Here it is at Himley Hall Sailing Club's annual 24-hour sponsored sail which, in the past few years, has raised no less than £12,000 for the RNLi; the branch enters a team but is well known for its usual position in the racing—last! Disco dances and other activities feature in the branch's regular programme and more helpers would be welcomed: write to Alan Leedham, honorary secretary and treasurer, 10 Winford Avenue, High Acres, Kingswinford, West Midlands.



The wishing well at Cawdor Castle, the fourteenth century home of the Thanes of Cawdor, also gives an opportunity to castle visitors to become RNLi well wishers. The picture shows a recent lifting of the grill and (l to r) Lord Cawdor, Derek Hartwell, Lady Cawdor, Susan Ford (12) and Alasdair Ross (14) who count the money, and Fraser Webster. This way of raising money—literally—has brought in a remarkable £2,350 in only two years and to encourage donations and wishes further Mr Beck of Dunfermline has generously made a model Arun lifeboat to float in the floodlit well; it was ceremoniously launched by Coxswain William Lipp of Invergordon lifeboat.

photograph by courtesy of D. C. Thomson and Co



A team of 24 students from the City and Guild's College Union of Imperial College, London, set out on July 10 to try to set a record for pedalling non stop 3,675 miles round the coast of Britain; they arrived back in London within a few hours of schedule eleven days later. The aim was to fund a lifeboat engine: more than £3,600 has already been received in sponsorship with much more still to come when the students return from their summer vacation. Here, some of the team, with the HPV (human powered vehicle) and project organiser Tim Bell (third from right), are seen at Poole with Anthony Oliver, RNLi appeals secretary (second from right) and (l) Barry Bright, deputy appeals secretary.



Some of the 100 participants of Penwortham, Lancashire, branch's sponsored swim are checked in by Mrs Openshaw and Mrs M. P. Dewhurst, branch honorary secretary. This, like so many sponsored swims, was very successful and raised more than £1,000.

photograph by courtesy of Chorley Guardian



Harwell Apprentice Training School raised £355 for the lifeboats by winning the 24-hour pedal race at Bristol last February; the team finished first in a field of 24, beating its nearest rival by eight miles. Mrs Wendy Nelson, RO (South), visited Harwell in April to receive the cheque and here, after the presentation, are (l to r) apprentice Timothy Porter, Michael Walker, Didcot branch honorary treasurer, Mrs Nelson, Colin Wood, apprentice instructor (mechanical), Melanie Slade, chairman of Harwell Apprentice Association, Mrs Doreen Phillips, Didcot branch chairman, and apprentices Scott Johnstone and Andrew Leech. Sitting in the lightweight aluminium car built by second year apprentices is apprentice Clive Baker.

Preston, which only has 36 very young pupils; the invitation to take part came through John Wootton, a Shoreline member whose wife is school principal.

Every year Guernsey lifeboat pays a visit to Alderney for its fund-raising cocktail party and fête. This year more than 200 tickets were sold at £1 each. The cakes, jams and chutneys on the home produce stall sold briskly and there were the usual big demands at the raffle and tombola stalls. All in all £1,480 was made with a further £505.63 collected on the following flag day.

Six Yorkshire Moor farmers, Sid Ring, Andrew Willis, Eric Hardwick, Roy Melford, Richard King and Bill Balderson, were persuaded to lose a few inches for the RNLI and organised themselves into a sponsored slim. Their abstinence was rewarded when, at the end, they were able to hand over £620 to Thornton-le-Dale ladies' guild for Whitby lifeboat station.

Wolverhampton branch president, Tony Guy, held a Family Funday at his home one Saturday in June at which most branch members helped by manning stalls or selling raffle tickets and teas. The major attraction was the world famous West Midlands Police Pipe Band, who gave their services free, and the fine result of all the fun was £1,846.02 for the lifeboats.

A Christmas carol service, holding competitions, mini fairs and selling dolls and cakes were the highly successful methods employed to raise money by the 320 pupils of Hockley Primary School, Essex, when they adopted the RNLI as their charity for the year. At the year's end a grand total of £500 was presented to Rayleigh and District branch.

A proud father came into the RNLI South West Office one morning with a pile of money which, when counted, totalled £21.20. His 5-year-old daughter, Sarah Emmett of Farmborough, near Bath, inspired by a story read aloud by her teacher at school, had persuaded her parents to let her run a jumble sale in their garage. Friends and neighbours helped, and so this little fortune was raised.

A sub-section of Luton and District branch has been set up as a special interest group which organises talks on RNLI related topics. This does not deter them from fund-raising enterprises, however, and two of the group's members, Mr and Mrs Peter Brown, put on a very enjoyable cheese and wine party at their home, raising more than £100 for the RNLI.

Neil Blencowe completed Sandwell marathon on July 10, raising £259 for the newly-formed West Bromwich and Wednesbury branch.

When he was still a teacher at Fairlop Junior School, Ilford, George Penney instigated fund-raising for the RNLI back in 1968. He is now retired but still takes an active part while another teacher, Kathleen Haydon, now organises a very successful sponsored swim each year. Since the school began its RNLI link, one way and another, £7,000 has been raised for the lifeboats.

Erdington branch, invited to have a souvenir stand at Bromford Lane Police Station open day, raised £100.58.

Sixty customers from the Ribblesdale Arms, Blackburn, agreed among themselves to walk the 23 miles to Lytham-St Anne's lifeboat station. The result of this burst of energy and of sponsorship was £1,000 which was received by Mrs Christine Jones, Lytham ladies' guild honorary secretary, and Mrs Kate Williams, honorary treasurer, at a handing over ceremony at the pub, where the licensee generously laid on free rum, gin and an excellent supper. Also present were the coxswain and crew member of Lytham-St Anne's lifeboat.

## Fine Art Auction February 1984

TO HELP mark the 160th anniversary of the founding of the RNLI on March 4, 1824, Pangbourne and District branch is organising an auction of fine arts at Christie's, London, in February 1984.

The auction is being arranged by Lord Alastair Gordon, president Pang-

bourne branch, past chairman of the Arts Club and a member of the British section of the International Association of Art Critics, and Mrs Wendy Bridgman, the fine art dealer who is also a director of the Arts Club.

The date and other details of the auction can be obtained after January 1, 1984, from the chairman of Pangbourne branch, Milverton, Whitchurch, Pangbourne, Berkshire.

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Jeffrey Holland and Felix Bowness (centre l and r) took it in turns to draw the 13 tickets while David Green (l), RNLI co-ordinator/special duties, spun the drum. With them (r) is Anthony Oliver, appeals secretary.

## RNLI national lottery



A GREETING of 'Hi-de-hi!' of course brought a resounding response of 'Ho-de-ho!' from the audience gathered to witness the draw of the RNLI's twenty-second national lottery at Poole HQ on Friday July 29. Jeffrey Holland and Felix Bowness, at that time enjoying a successful summer season in 'Hi-De-Hi' at the Pavilion Theatre, Bournemouth, had just arrived to make the draw, and from then on it was laughter all the way. The draw, which raised £38,796 for the lifeboats, was supervised by Vice-Admiral Sir Peter Compston, chairman of the Fund Raising Committee, and Anthony Oliver, appeals secretary, and the prizewinners were:

£1,000: Miss S. Mills, Broadstairs, Kent.

£500: Mr Davies, Brierley Hill, West Midlands.

£250: Mrs F. Durbin, Ealing, London.

£50: E. Shipper Bottom, Bolton, Lancashire; Tracy Butt, Hucclecote, Gloucestershire; Miss E. A. West, Catford, London; Mr A. B. L. Gower, Hendon, London; Miss Mary C. MacDonald, North Uist, Outer Hebrides; Mr D. Scott, Fleet, Hampshire; Mrs M. Williams, Gosmore, Hertfordshire; A. R. K. Smith, Selborne, Hampshire; Mrs P. D. Roberts, Portsmouth, Hampshire; Mrs B. J. Gilbert, Ipswich, Suffolk.

The draw for the twenty-third lottery will take place at Poole on Friday October 28.

## Lifeboat Services

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Shannon MRCC took over the co-ordination of the operation. At 2340 *Ard Carna* was under tow of *Brendelin* and *Father Makee*. The helicopter had dropped food and fuel and *Aoife* was standing by. At 1045 on Tuesday May 3, *Ard Carna* was brought in to Killybegs, Co Donegal.

### Scotland North Division

## MFV founders

THE DEPUTY LAUNCHING AUTHORITY of **Lochinver** lifeboat station received a call from Stornoway Coastguard at 1633 on Thursday June 16, asking him to stand by because Lochinver police had just reported that an unknown vessel had gone on to the rocks at Stoer Head, about seven or eight miles north west of the lifeboat station. Three minutes later came the request to launch. The crew were alerted and by 1700 the 52ft Barnett lifeboat *Ramsay Dyce* had slipped her mooring and set out on service under the command of Acting Coxswain Stuart McClelland. It was a clear afternoon with good visibility, a gentle breeze blowing from the south west and a choppy sea. The tide was flooding.

At 1730 a message came from the Coastguard to say that the casualty was the motor fishing vessel *Arcadia* of Inverness and that there had probably been five men on board. The lifeboat, together with a helicopter, made a thorough search of the area continuing until 2215 when she sent a message to say that one body had been recovered from the fishing vessel's wreckage and that she expected to arrive at Lochinver at 2250.

When the search was resumed early next morning, Friday June 17, divers were called in and the *Ramsay Dyce* was at sea from 0730 until 1520. Four bodies were recovered by the divers and brought back to Lochinver aboard the lifeboat.

### South East Division

## Capsized dinghy

A SAILING DINGHY which had capsized against Brighton eastern marina breakwater was reported by the marina security to the deputy launching authority of **Brighton** lifeboat station at 1758 on Sunday June 19. The station's Atlantic 21 rigid inflatable lifeboat *Lions International—District 105SE* launched a minute later manned by Helmsman Mark Tyler and Crew Members Anthony Crawford and Roger Cohen.

The evening was fine with a fresh breeze, force 4, blowing from east north east. The sea was slight and it was about 1½ hours before high water.

Arriving at the casualty at 1805 the lifeboat found that a man and a youth were in the water against the breakwater. They were quickly pulled aboard and the boy was placed in a survival bag for the return passage. The two people were landed at the marina where an ambulance was waiting and then the lifeboat returned to recover the dinghy because if left where she was she would have been a hazard to navigation.

The Atlantic 21 was back on station at 1833 and was refuelled, rehoused and once again ready for service by 1850.

## Lifeboat Services, March, April and May, 1983

### Aberdovey, Gwynedd

*Atlantic 21*: May 31

### Abersoch, Gwynedd

*Atlantic 21*: March 10 and April 10

### Aberystwyth, Dyfed

*D class inflatable*: April 20, May 14, 15 (three times) and 17

### Aith, Shetland

52ft Barnett: May 18

### Aldeburgh, Suffolk

37ft 6in Rother: May 14 and 29

*D class inflatable*: May 29

### Amble, Northumberland

Relief 42ft Watson: April 11, 28 and May 14

Relief *D class inflatable*: March 28, April 21 and 29

### Appledore, North Devon

Relief 46ft 9in Watson: April 1 and 7

*Atlantic 21*: April 1, 7, 26, May 2, 4 and 15

### Arbroath, Angus

*D class inflatable*: April 3, 5, 24 and May 1

### Arran (Lamlash), Buteshire

*D class inflatable*: May 25

### Arranmore, Co Donegal

52ft Barnett: May 1, 2 and 10

### Baltimore, Co Cork

47ft Watson: April 6

### Barmouth, Gwynedd

Relief 42ft Watson: May 5

*D class inflatable*: May 5

### Barrow, Cumbria

46ft 9in Watson: March 18 and April 10

*D class inflatable*: March 19

### Beaumaris, Gwynedd

46ft 9in Watson: May 6

### Bembridge, Isle of Wight

48ft 6in Solent: May 24 and 28

### Berwick-upon-Tweed, Northumberland

*Atlantic 21*: March 20, April 5 (twice), 19 and May 10

### Blackpool, Lancashire

*D class inflatable*: May 25 and 26

### Borth, Dyfed

*D class inflatable*: April 10

### Bridlington, Humberside

37ft Oakley: March 5, 6, April 25 and May 1

*D class inflatable*: April 16

### Brighton, East Sussex

*Atlantic 21*: March 5 and April 3

Relief *Atlantic 21*: May 2 (twice), 7 and 8 (three times)

### Broughty Ferry, Angus

*D class inflatable*: March 23, 25, May 19 and 28

### Bude, Cornwall

*D class inflatable*: April 28 and May 28

### Calshot, Hampshire

40ft Keith Nelson: April 24

Relief 46ft 9in Watson: May 6 and 8

### Campbeltown, Argyllshire

Relief 52ft Arun: April 10 and May 10

### Cardigan, Dyfed

*D class inflatable*: May 23

### Clacton-on-Sea, Essex

37ft Oakley: March 20 and May 5

*D class inflatable*: March 20, April 3, 7 and May 11

### Clovelly, North Devon

71ft Clyde: March 29, April 1, 12, 15, 30 and May 15

### Courtmacsherry Harbour, Co Cork

47ft Watson: May 12

### Criccieth, Gwynedd

*D class inflatable*: April 4 (twice) and 24

### Crimdon Dene, Co Durham

*D class inflatable*: May 9

### Cromer, Norfolk

*D class inflatable*: April 24 and May 4

### Cullercoats, Tyne and Wear

*D class inflatable*: April 10 and May 15

### Donaghadee, Co Down

Relief 44ft Waveney: April 7

### Douglas, Isle of Man

46ft 9in Watson: May 14 and 28

### Dover, Kent

Relief 44ft Waveney: March 11, April 8, 12, 25 and 27

### Dungeness, Kent

37ft 6in Rother: March 21, April 11, 15, 20 and May 2

### Dun Laoghaire, Co Dublin

Relief 44ft Waveney: May 19

### Eastbourne, East Sussex

37ft 6in Rother: March 23 and May 11

Relief *D class inflatable*: April 1 (twice), 4, 12 and May 8

### Exmouth, South Devon

Relief *D class inflatable*: March 21, April 2 (twice), 11 (twice), May 1, 4 and 15

*D class inflatable*: May 28

### Eyemouth, Berwickshire

Relief 44ft Waveney: March 25

### Falmouth, Cornwall

52ft Arun: March 31, May 8 and 29

Relief 18ft 6in McLachlan: March 31 and April 17

18ft 6in McLachlan: April 30, May 8 (twice), 24 and 31

### Filey, North Yorkshire

37ft Oakley: April 22, 25 and 26

*D class inflatable*: April 4

### Fishguard, Dyfed

52ft Arun: April 25 and May 6

### Flamborough, Humberside

37ft Oakley: March 21 (twice), April 25, 26 and May 1

### Fleetwood, Lancashire

44ft Waveney: March 19 and April 10

Relief 44ft Waveney: May 1, 21, 24 and 28

*D class inflatable*: March 19, May 16 (three times) and 24

### Fowey, Cornwall

33ft Brede: March 27

### Galway Bay, Co Galway

52ft Barnett: March 5 and 14

Relief 52ft Barnett: May 15 and 26

### Girvan, Ayrshire

33ft Brede: April 3

### Happisburgh, Norfolk

*D class inflatable*: May 28

### Hartlepool, Cleveland

44ft Waveney: April 20, 25 and May 31 (three times)

Relief *Atlantic 21*: April 4, May 1 (twice) and 29

### Harwich, Essex

44ft Waveney: April 18

*Atlantic 21*: March 6

### Hastings, East Sussex

37ft Oakley: April 13 and May 2

### Hayling Island, Hampshire

*Atlantic 21*: March 21, April 24, 30, May 1 (three times), 9, 22 (twice), 28 (twice), 29 and 30

**Helensburgh, Dunbartonshire**

*Atlantic 21*: March 20, April 18 and May 13  
(three times)

**Holyhead, Gwynedd**

52ft *Arun*: March 21 (twice), April 10 and 18

**Horton and Port Eynon, West Glamorgan**

*D class inflatable*: April 3

**Howth, Co Dublin**

47ft *Watson*: March 9, May 1 and 17

**Hoylelake, Merseyside**

37ft 6in *Rother*: April 10 and May 2

**Humber, Humberside**

54ft *Arun*: March 13, 15 (twice), April 1, 17,  
26 (twice), 27, May 13, 25 and 29

**Hunstanton, Norfolk**

*Atlantic 21*: March 5, 23 and April 13

**Islay, Argyllshire**

50ft *Thames*: May 2, 6 and 8

**Kinghorn, Fife**

*D class inflatable*: March 20, April 22, May 1  
and 9

**Kirkwall, Orkney**

Relief 71ft *Clyde*: April 24

**Largs, Ayrshire**

*Atlantic 21*: March 24, April 3, May 10  
(twice), 16 and 17

**Lerwick, Shetland**

52ft *Arun*: March 7, 8, 18, April 11, 22, 24,  
May 16, 18 and 27

**Littlehampton, West Sussex**

Relief *Atlantic 21*: April 1, 11, 15, 16, 19, 22,  
23, 24 (twice) and 30

**Littlestone-on-Sea, Kent**

*Atlantic 21*: May 1

**The Lizard-Cadgwith, Cornwall**

52ft *Barnett*: April 12 and 22

**Llandudno (Orme's Head), Gwynedd**

*D class inflatable*: May 13

**Longhope, Orkney**

48ft 6in *Solent*: March 26 and May 22

**Lyme Regis, Dorset**

*Atlantic 21*: March 29, April 16 and May 14

**Lymington, Hampshire**

Relief *Atlantic 21*: April 4, 9, 23, May 2 and  
15

**Mablethorpe, Lincolnshire**

*D class inflatable*: May 25

**Mallaig, Inverness-shire**

52ft *Arun*: March 2, 23 and May 2

**Margate, Kent**

37ft 6in *Rother*: April 8 and May 31

*D class inflatable*: March 9 and May 14 (three  
times)

**Minhead, Somerset**

*Atlantic 21*: March 30, April 16 and May 1

**Moelfre, Gwynedd**

37ft 6in *Rother*: May 1

*D class inflatable*: March 19 and April 16

**Morecambe, Lancashire**

*D class inflatable*: May 16 and 19

**Mudford, Dorset**

Relief *D class inflatable*: May 12

*D class inflatable*: May 19, 21 and 30

**The Mumbles, West Glamorgan**

Relief 46ft 9in *Watson*: May 17

*D class inflatable*: April 17, 26, May 6 and 17

**New Brighton, Merseyside**

*Atlantic 21*: March 3

**Newcastle, Co Down**

37ft *Oakley*: May 6

**Newhaven, East Sussex**

44ft *Waveney*: April 3, 10, 11, 18, 30, May 2,  
8 and 9

**Newquay, Cornwall**

*D class inflatable*: April 2 and 26

**North Sunderland, Northumberland**

37ft *Oakley*: April 18 and 22

*D class inflatable*: April 18

**Oban, Argyllshire**

33ft *Brede*: April 3, 6, 25, May 1 and 28

**Padstow, Cornwall**

48ft 6in *Oakley*: March 24 and May 1

**Peel, Isle of Man**

*Atlantic 21*: April 6 and May 1

**Penarth, South Glamorgan**

*D class inflatable*: March 27, April 2, 3,  
May 8 and 17

**Penlee, Cornwall**

46ft 9in *Watson*: April 2 (twice) and 22

52ft *Arun*: May 10

**Peterhead, Aberdeenshire**

48ft 6in *Solent*: May 16

**Plymouth, South Devon**

44ft *Waveney*: April 2 and May 27

**Poole, Dorset:**

Relief 44ft *Waveney*: March 23, April 2,  
May 16, 17 and 23

*Dell Quay Dory*: March 24, 25, May 19 and  
29

**Portaferry, Co Down**

*D class inflatable*: March 27

**Port Erin, Isle of Man**

37ft 6in *Rother*: May 1

**Port Isaac, Cornwall**

Relief *D class inflatable*: May 24

**Portpatrick, Wigtownshire**

47ft *Watson*: May 18

**Portrush, Co Antrim**

52ft *Arun*: May 1

**Portsmouth (Langstone Harbour), Hampshire**

*Atlantic 21*: April 9 (twice), 10, 30, May 10,  
12, 13 and 22 (three times)

*D class inflatable*: April 10

**Port Talbot, West Glamorgan**

*D class inflatable*: May 17

**Porthcawl, Mid Glamorgan**

*D class inflatable*: March 15, 17 and April 2

**Pwllheli, Gwynedd**

*D class inflatable*: April 7 and May 31 (twice)

**Queensferry, West Lothian**

*Atlantic 21*: March 18, 30, April 22 and  
May 9

**Ramsey, Isle of Man**

37ft *Oakley*: May 4

**Redcar, Cleveland**

37ft *Oakley*: May 29

Relief *D class inflatable*: March 20

*D class inflatable*: April 14 (twice)

**Rhyl, Clwyd**

*D class inflatable*: May 10

**Rye Harbour, East Sussex**

*D class inflatable*: March 21 (twice), May 1, 2  
and 28

**St Bees, Cumbria**

*D class inflatable*: May 26

**St Helier, Channel Islands**

44ft *Waveney*: May 15

**St Ives, Cornwall**

37ft *Oakley*: April 2, May 7 and 16

*D class inflatable*: March 8, April 2, 4  
(twice), 5, 25, May 21, 22, 23, 27 and 31

**St Mary's, Isles of Scilly**

52ft *Arun*: April 2 (twice) and 24

**St Peter Port, Channel Islands**

Relief 52ft *Arun*: April 1, 10, 16 and May 20

**Salcombe, South Devon**

47ft *Watson*: March 20, April 7 and 10

Relief 52ft *Barnett*: May 7

**Scarborough, North Yorkshire**

37ft *Oakley*: March 19

Relief 37ft *Oakley*: April 26

**Selsey, West Sussex**

48ft 6in *Oakley*: May 28

*D class inflatable*: March 13

**Sennen Cove, Cornwall**

37ft 6in *Rother*: March 7 and April 2

**Sheerness, Kent**

44ft *Waveney*: March 5, 9, April 11 and 27

*D class inflatable*: April 4, 10 (three times),  
23, 26, May 9, 11, 13 (twice) and 17 (twice)

Relief *D class inflatable*: May 31

**Shoreham Harbour, West Sussex**

37ft 6in *Rother*: April 24, May 3 and 7

**Silloth, Cumbria**

*Atlantic 21*: May 1

**Skegness, Lincolnshire**

37ft *Oakley*: April 2

**Southend-on-Sea, Essex**

*D class inflatable*: March 13, 17, 28, April 1,  
2, 18, 24, May 7 and 29

*Atlantic 21*: March 21, 29, April 4, 19, 30,  
May 1 and 29

**Southwold, Suffolk**

*Atlantic 21*: May 30

**Staithe and Runswick, North Yorkshire**

*Atlantic 21*: March 19

**Sunderland, Tyne and Wear**

47ft *Watson*: April 5

**Swanage, Dorset**

37ft 6in *Rother*: April 2, May 15 and 26

**Teesmouth, Cleveland**

47ft *Watson*: March 8

**Tenby, Dyfed**

46ft 9in *Watson*: May 27 and 31

*D class inflatable*: March 27, 29 and April 1

Relief *D class inflatable*: May 9, 15 and 21

**Tighnabruaich, Argyllshire**

*D class inflatable*: April 11

**Torbay, South Devon**

54ft *Arun*: March 27, April 3 (twice), 10  
(twice), May 2 and 15

18ft 6in *McLachlan*: April 4

**Trearddur Bay, Gwynedd**

*D class inflatable*: April 24

**Tynemouth, Tyne and Wear**

Relief 52ft *Arun*: April 28 (twice), May 11  
and 26

*D class inflatable*: April 16 and May 1

**Valentia, Co Kerry**

52ft *Arun*: April 9

**Walmer, Kent**

Relief 42ft *Beach*: April 3, 4 and May 7

*D class inflatable*: May 1, 4 and 25

**Walton and Frinton, Essex**

48ft 6in *Oakley*: May 27

**Wells, Norfolk**

Relief 37ft *Oakley*: April 11 (twice)

**West Mersea, Essex**

*Atlantic 21*: March 19, April 6, 11 and 15

**Weston-super-Mare, Avon**

*D class inflatable*: March 16

**Weymouth, Dorset**

54ft *Arun*: April 2 (twice), May 14 and 16

**Whitby, North Yorkshire**

44ft *Waveney*: March 23 and May 26

*D class inflatable*: March 31 and May 29

**Whitstable, Kent**

*Atlantic 21*: March 30, April 10 (twice) and  
May 29

**Wick, Caithness**

48ft 6in *Oakley*: April 20 and May 9

**Wicklow, Co Wicklow**

42ft *Watson*: March 7 and 17

**Yarmouth, Isle of Wight**

52ft *Arun*: April 4 and May 26

**Youghal, Co Cork**

35ft 6in *Liverpool*: April 11

**B513 on trials**

*Atlantic 21*: March 16, May 1 and 8

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

January 1, 1983, to July 31, 1983: Services 1,643; lives rescued 569

**THE STATION FLEET**

(as at 31/7/83)

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

**LIVES RESCUED 109,608**

from the Institution's foundation in 1824 to 31/7/83, including shoreboat services

# Letters...

## Evening Cruise

On Tuesday July 5 Harwich branch chartered a harbour ferry for an evening cruise up the River Stour and at 1910 on a perfect summer's evening the ferry set sail with 99 adults and six children on board. The ladies' guild had provided an excellent buffet which, for ease of distribution, was provided in the form of 'doggy bags'. Wine was for sale.

After a pleasant cruise up the river, the ferry approached the quaint port of Mistley, which was to be the turning point before going back down river. Time 2020, high water slack (good planning by the committee).

As the helmsman swung the wheel to port it was apparent to those mariners aboard, and there were six with master foreign going certificates, that the boat was 'on the putty'. The helmsman considered it best if everyone moved forward; with the vessel tilted by the bow he would back out the way he came in. In order not to embarrass the master mariners, the passengers were advised that the best view of Mistley was from the bow—all passengers move forward.

After strenuous attempts, to no avail, the other way was tried—all passengers move aft. Some 20 minutes later, and you have to envisage 105 RNLI supporters moving back and forth, side to side, and jumping up and down in an effort to refloat the evening paradise. As many will know, once aground with the tide falling you have two options: sit it out with a red face or pick up a scrubbing brush and clean the hull to make the grounding look intentional.

By this time the local river tug arrived, and a tow rope passed. Great excitement as the tug strained in a gallant salvage attempt. To no avail.

A quick committee meeting was held in the wheelhouse; no minutes were taken. Since the ferry was now settling on the bank, dark was approaching and the cooler night air would obviously affect the older passengers, it was decided to ask Harwich Atlantic 21 lifeboat to take off women, children and older passengers.

True to RNLI form, a raffle was held while the passengers waited to be taken off and landed.

The Atlantic 21 arrived shortly after and began to transfer those on board to the shore, which was about 150 metres away. Asking ladies in summer dresses to descend a five foot vertical ladder with handbags, and sometimes doggy bags too, is no easy feat. Reassured by the committee at the top of the ladder and the beaming faces of the lifeboatmen below, passengers disembarked without any problems.

About 18 women and children went ashore on the first trip. The Atlantic

returned and in five more trips took off the remaining passengers. Using their initiative, the lifeboatmen obtained a rowing boat which was used as a landing stage. Eventually 99 adults and six children were safely landed and two coaches laid on to repatriate the passengers back to Harwich.

The committee, who in traditional maritime spirit were the last to leave the vessel, were heard to remark, '*The hon sec will not believe this!*'

An interesting fact, if not a record, is that of the three lifeboat crew members, one rescued his uncle, another his mother and father in addition to his mother- and father-in-law, and the third crew member rescued his brother, sister-in-law and two children, his mother and father.

The event raised £248.10 for RNLI funds—and everyone had enjoyed the evening.—R. W. SHAW, *Captain, deputy launching authority and press officer, Harwich branch.*

## Lottery prize

Thank you for your letter, with your cheque for £50, a prize from your national lottery. This gave me great pleasure. In all my 88 years I have never had the pleasure of winning anything from a draw before.—B. J. GILBERT, *Mrs, Ipswich.*

## Help!

Can any older members of the RNLI help by locating a Fearnought suit, an item which was apparently carried by some boats? It is needed for inclusion on what is probably the only surviving pre-World War II London docks ambulance, which is being restored. Two other pieces of equipment which are sought are a Riley rocking stretcher and a Novox oxygen set, although neither of these are known to have had RNLI connections. Any help which readers can give will be very much appreciated.—T. DEAKIN, *27 Hillside Avenue, Worthing, Kent, Sussex BN14 9QR.*

## 'Eleven Years On . . .'

It was with great interest, and admiration for the helmsmen, that I read the article '*Eleven Years On . . .*' about the Atlantic 21 rigid inflatable lifeboat published in the spring issue of THE LIFEBOAT.

I first encountered the Atlantic 21 when one was sent for trials to my home village of Staithes in 1977, and I must admit that as a shore helper for the 37ft Oakley at nearby Runswick, of which my father, grandfather and uncle had all been coxswains, I was very sceptical about the new 'rubber duck' which was intended to replace her. However, in September 1977 I went on the North Yorkshire LEA scholarship to the United World College of the Atlantic at St Donat's, South Glamorgan. As part of the curriculum I had to choose a community service to pursue for two afternoons per week. Naturally

I chose to work on the rigid inflatable lifeboat. Thus, by the time an Atlantic 21 was stationed permanently at Staithes in 1978 I had gained a lot of seagoing experience in them and realised their true potential.

At the end of August 1978 I was elected 'captain' of the lifeboat unit at Atlantic College, in effect the coxswain, and during a busy year was the helmsman on over a dozen services. Since leaving in 1979 I have returned there each summer to provide callout cover during the time that the students who normally man the boat are on holiday. As a result I have had some 600 hours at sea in Atlantics.

At several points during '*Eleven Years On . . .*' mention is made of the design and development of the Atlantic 21 and as Roger Trigg states, '*It is amazing what the Atlantic can do and it is a credit to her designers and builders*'. Credit, then, should be given where due and it was Rear Admiral Desmond Hoare, former headmaster of Atlantic College, who was responsible for the initial rigid-hull design inflatable.

From my own experience of using an anchor on the Atlantic 21 I feel it is essential to have one on board. On a service in April 1979 we had to rescue a trapped and injured climber from a cliff face at high tide. With swell breaking against the cliff the only way to get into position without risking damage to the engines was to anchor and veer down using the paddles to give some directional control. Incidentally, the rubber sponsons showed their usefulness in bouncing us off the cliff face without the damage a solid boat would have suffered. Having said that, I did once have the embarrassment of getting the anchor stuck on a divisional inspector's exercise!

As a final point I would add to the praises of the Atlantic's handling in following, beam or head seas. In the gap between Nash Point and Nash Sands the Bristol Channel, on a rough day, has no set wave pattern. Stopper waves, breakers and troughs suddenly appear from all directions. It is in such conditions that the manoeuvrability and acceleration of the Atlantic 21 proves what an excellent craft she is.—COLIN HARRISON, *The Moorings, 97 Staithes Lane, Staithes, Cleveland.*

*Although Admiral Hoare was not mentioned in 'Eleven Years On . . .', which was essentially based on present day experience, his invaluable contribution to the original design and development of the Atlantic 21 is never forgotten. See, for instance, the report in the summer issue of THE LIFEBOAT of the naming last May of American Ambassador at Atlantic College.—EDITOR.*

Many congratulations on '*Eleven Years On . . .*'. Wonderful stuff and extremely well presented. What exciting boats the Atlantics are! The extraordinary art of handling them really comes across here.—GEORGE MILLAR, *Sydling Court, Dorchester, Dorset.*

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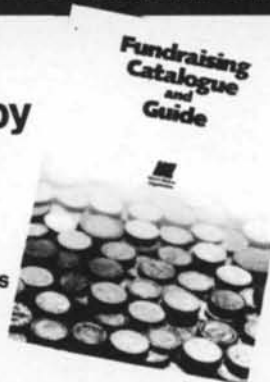
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