



The Lifboat

Journal of the Royal National Lifeboat Institution

Spring 1984 30p



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THE LIFEBOAT

Spring 1984

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COVER PICTURE

Some years ago Campbell MacCallum took a portrait of the people of Wells lifeboat station. The cover picture on this journal is a similar portrait taken last autumn by Peter J. R. Stibbons of Hunstanton lifeboat station, further west along the Norfolk coast. In it can be seen all the people who make possible the operation of the Atlantic 21 rigid inflatable lifeboat stationed at Hunstanton: the crew and shore helpers, the honorary secretary and branch officials, members of the ladies' guild and the local coastguards.

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 Summer issue of THE LIFEBOAT will appear in July and news items should be sent by the end of April. News items for the Autumn issue should be sent in by the end of July.

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Whitby's 44ft Waveney lifeboat The White Rose of Yorkshire at sea for the Tyne Tees tv current affairs programme 'Briefing' on the amalgamated Tyne Tees Coastguard area. The programme was screened during the first week in December when HRH Prince Charles opened the new Coastguard Marine Rescue Sub Centre at Tyne. photograph by courtesy of Whitby Gazette

NOTES OF THE QUARTER

HER MAJESTY Queen Elizabeth The Queen Mother, Patron of the Institution, will be the guest of honour at this year's annual presentation of awards meeting on May 15. She will address the meeting and present the awards for gallantry and long, outstanding service. It will be a particular pleasure to welcome the Queen Mother in this the RNLI's 160th anniversary year because she has herself been associated with the lifeboat service for 60 of those memorable years. Her Majesty's support, always warm and generous, began in the RNLI's centenary year, 1924; on lifeboat day, May 20, just a little over a year after their marriage. Their Royal Highnesses The Duke and Duchess of York, later to become King George VI and Queen Elizabeth, together toured the collection depots in Kensington, Fulham, the City of London and the West End.

Since that time the Queen Mother has given the Institution boundless support, standing alongside lifeboat people both in times of great sorrow and of great joy. Over the years, as well as taking part in many other lifeboat occasions, Her Majesty has named lifeboats at Montrose, Arbroath, Thurso, St Helier and Dover.

Thanks and congratulations

Everybody in the RNLI is conscious of the tremendous efforts made by fund raisers throughout Great Britain and Ireland to provide the lifeboatmen with the finest boat and equipment possible. The Committee of Management, at its meeting in November last year, heard a report of fund-raising results and resolved:

'That the thanks and congratulations of the Committee be extended to voluntary workers and fund raising staff who had been so successful in meeting the fund raising targets for 1983.'

Carol concert

Her Royal Highness Princess Michael of Kent was guest of honour at a carol concert in Guildford Cathedral given on December 15 by the Guildford Choral Society for the RNLI. A programme of Christmas Music was conducted by David Gibson and readings from *The Wind in the Willows* were given by television personality Tony Hart. Mr Hart also made an appeal on behalf of the Institution which raised £1,527.

Lifeboat appeals

Appeals have recently been launched to fund, or help fund, three new 47ft Tyne class lifeboats; one to be stationed at The Mumbles in West Glamorgan, one at Cromer in Norfolk, and one at Fraserburgh in Aberdeenshire. The

Tyne, the RNLI's latest class of lifeboat, is designed to launch down a slipway but to have double the speed of present slipway lifeboats; the cost of building each boat is £430,000.

The Mumbles Tyne is partly funded by a gift from J. F. and E. A. Measures Charity of Birmingham and will be named *Ethel Anne Measures*. The president of the appeal is HM Lieutenant for West Glamorgan, Colonel J. Vaughan Williams, and cheques, made payable to the 'The Mumbles Lifeboat Appeal' should be sent to The Treasurer, The Mumbles Lifeboat Appeal, Midland Bank PLC, Castle Square, Swansea, West Glamorgan SA1 1DS.

The Cromer boat is partly funded by a legacy of just over £100,000 and will be named *Ruby and Arthur Reed II*; the same benefactor provided the present Cromer lifeboat. The patron of this appeal is the Lord Lieutenant of Norfolk, Timothy Coleman, and cheques, made payable to 'Cromer Lifeboat Appeal', should be sent The Trustee Savings Bank, 1 West Street, Cromer, Norfolk NR27 9HZ.

The Fraserburgh Tyne will be funded by the City of Edinburgh Lifeboat Appeal and she will be named *City of Edinburgh*. The committee is led by The Lord Provost, The Right Honourable Tom Morgan, and cheques, made payable to 'The City of Edinburgh Lifeboat Appeal', should be sent to The City of Edinburgh Lifeboat Appeal,

RNLI, 26 Rutland Square, Edinburgh EH1 2RL.

Each of these appeals presents a great challenge. Any help that can be given, perhaps by people particularly interested in these three areas but living at a distance from them, will be most welcome.

Christmas fare

The Right Honourable The Lord Mayor of London, Dame Mary Donaldson, joined the crew of Yarmouth, Isle of Wight, lifeboat on December 17 for the annual trip to The Needles Lighthouse with Christmas fare for the men on duty over the festive season. Dame Mary, the first woman to hold the office of Lord Mayor of London, enjoys sailing and is a member of the Royal Lyminster Yacht Club which each year organises the collection for the lighthousemen from Lyminster river users and Yarmouth yachtsmen. Rear Admiral W. J. Graham, director of the Institution, also joined Coxswain Dave Kennett and his crew on the trip.

'This is Your Life'

Coxswain Matthew Lethbridge, BEM, of St Mary's, Isles of Scilly, was the subject of a 'This is Your Life' Thames Television programme on January 11. Eamonn Andrews surprised Coxswain Lethbridge at the London International Boat Show and then rushed him across London to the television studios where he met relatives, members of his lifeboat crew and people he had rescued. A member of St Mary's crew since 1946 and coxswain since 1956, Matt Lethbridge has been awarded three silver medals for gallantry. The programme was seen by more than 14 million viewers and was number four in the top ten programmes for the week.

'Lifeboat'

The BBC television series 'Lifeboat', shown in January and February, caused a great deal of interest in the RNLI. Public Relations awards were presented, on February 9, to Paul Berriff, the cameraman, and to the crew and families of Humber Station by Lt-Cdr Brian Miles, deputy director of the Institution. The series inspired thousands of children's paintings in a competition run by BBC's 'Saturday Superstore' and a selection of them will be on display in the Royal Festival Hall at the time of the annual presentation of awards on May 15.

Centenary

The RNLI sends its congratulations to Marks and Spencer which is celebrating its centenary in 1984. It also extends its thanks for the great support this company has given to the lifeboat service over a number of years. Since 1978 Marks and Spencer has donated some £37,500 in gifts to 30 stations in different areas round the coast. In addition, the company has given considerable fund raising support, for instance in staging local fashion shows.



Yarmouth, Isle of Wight: When the 52ft Arun lifeboat Joy and John Wade took Christmas fare to the keepers of The Needles Lighthouse last December, The Right Honourable The Lord Mayor of London, Dame Mary Donaldson, was one of those on board.

photograph by courtesy of Joy Warren

The moment of truth! Eamonn Andrews waylays Coxswain Matt Lethbridge in the London Boat Show, Earls Court, to say 'This is Your Life'. (Look into the background, left, and you will also see Emergency Mechanic John 'Chick' Robilliard of St Peter Port lifeboat).

photograph by courtesy of Cernis Photographic Company



Exercise with hovercraft: If a shipping disaster occurs in the English Channel large numbers of passengers might have to be rescued and it is likely that a cross channel hovercraft will be directed to the scene to act as a floating casualty station. An exercise to test the possible use of hovercraft in sea rescues took place in Sandwich Bay between Walmer and Dover lifeboats and Hoverspeed's Dover-based hovercraft Princess Margaret. In a moderate to fresh breeze, force 4 to 5, a dozen or so volunteers from Hoverspeed's staff were transferred from the lifeboats to the hovercraft. Each lifeboat moored alongside the hovercraft and one by one the volunteers were helped on to the blown-out skirt and into the craft. One volunteer remarked that the hovercraft skirt was like a mattress and that she felt safe throughout the operation. In the photograph the crews of Dover's 50ft Thames lifeboat Rotary Service and Princess Margaret practise moving a stretcher holding a dummy patient between the craft (note the hovercraft's lifting door), while Walmer's 37ft 6in Rother The Hampshire Rose stands off.

photograph by courtesy of Basil M. Kidd



LIFEBOAT SERVICES

South East Division Off Selsey Bill

A YACHT AGROUND in the Looe Channel and needing help was reported by Solent Coastguard to the honorary secretary of Selsey lifeboat station at 1910 on Friday September 9, 1983. Maroons were fired and at 1920 the 48ft 6in Oakley *Charles Henry*, at that time Selsey's station lifeboat, launched on service under the command of Coxswain Michael Grant.

A strong breeze to near gale, force 6 to 7, gusting to gale force 8, was blowing from the south and the seas were very rough. Visibility was poor. High water Portsmouth had passed at 1401 so that the launch was into shallow water off Selsey slipway; the lifeboat maintained two-thirds speed to reduce squat and crew members stood on deck forward to lessen the after draught, but even so the boat was bottoming in the heavy seas for the first half mile southward.

The exact position of the yacht, the 33ft sloop *Enchantress of Hamble*, was at first uncertain, but after further VHF communication with the sloop a new position, some half a mile south west of Selsey Bill, was confirmed. The lifeboat then headed west, to seaward of The Mixon and Head Rocks. A second yacht, *Spellbinder*, which had been in company with *Enchantress of Hamble*, was advised to remain well clear of the area and she later returned to Portsmouth.

Very heavy seas were met west of Head Rocks. At 1945, when close to the western end of The Streets, two ledges of rock running out south and then south west from the shore for about 1½ miles, a light was seen inshore. A parachute flare was fired from the lifeboat, by the light of which it was established that the casualty was lying between The Streets, her bows to the north east.

The whole area was a mass of white water. Realising that, on a falling tide, he could not approach the sloop from his present position, Coxswain Grant turned to starboard and retraced his track eastward until he was able to head through The Hole of The Dries, a narrow passage between Head Rocks and The Mixon. In daylight, shore leading marks are used to make this passage, but at night and in breaking

surf the only reference was the coast on radar. Coxswain Grant used this radar information and his local knowledge to find the passage. Throughout this period the lifeboat was in regular VHF radio contact with the yacht.

As the lifeboat worked slowly across the inner face of Head Rocks, continuous heavy and irregular breaking seas, up to ten feet high, aggravated the situation and the lifeboat was bottoming regularly. When close to the yacht it could be seen that an anchor warp streamed from her stern lay well to the south west and that she had moved north east, clear of The Streets; she was reported to be afloat and sound but dragging her anchor.

Coxswain Grant swung the lifeboat to starboard to round on to the yacht, but as he came back hard to port, heading west, to make his approach a large sea struck the lifeboat. Crew members were just moving from the wheelhouse out to the deck and the sea passed through the doors from port to starboard, filling the cockpit to waist height.

After confirming by VHF that the six people on board the yacht wished to be taken off, a first approach was made but breaking seas knocked the bow to starboard. In the full knowledge of how close behind him were Hook Sands, Coxswain Grant moved astern in the confined space to prepare for a second approach. This time the lifeboat's starboard bow was brought hard on to the sloop's starboard shoulder and pinned there by constant use of the engines. Two women and two men were taken aboard by the crew standing along the rails and it was then agreed to pass a towline to the two remaining yachtsmen. After the line had been secured forward and the anchor warp cut at the stern the last two men also came aboard the lifeboat. It was now 2055.

Coxswain Grant steamed ahead and to port to clear Hook Sands and then, at half speed, turned on to an easterly course; this was the only way of clearing the rocks before, half a mile east of The Mixon, he could head south for open water and then turn westwards for Portsmouth with his tow. It was known that it was too rough to make Chichester Bar or to re-house the lifeboat at Selsey. However, one of the women crew of the sloop was becoming very ill from seasickness and so, passing south of Kirk Arrow Bank, course was set for Selsey lifeboathouse and, at 2100, a request was made that the station's D class inflatable lifeboat should be launched to land both the women.

The inflatable, manned by Helmsman Mark Donald and Crew Member Anthony Delahunty, who were already in the boathouse standing by as shore helpers, rendezvoused with the Oakley lifeboat at 2110 in the lee north east of the slipway. The two women were taken off and landed safely ashore at 2120; both were cared for at a crew member's home overnight.

Passage with the tow was now re-

sumed for Portsmouth, through the Looe Channel. Once in deeper water progress was good and by 0030 on Saturday September 10 the lifeboat was entering Portsmouth Harbour. By 0111 the sloop had been moored in Camper and Nicholson's marina.

After the crew had taken refreshment ashore, *Charles Henry* left Portsmouth at 0257. She arrived off Selsey at 0520, by which time the weather had eased, and was rehoused and once again ready for service at 0556.

In a letter bringing the thanks of the crew of *Enchantress of Hamble* to Coxswain Grant and his crew, and everyone in the RNLI, the yacht's skipper said how impressed he had been both with the rescue and with the considerate way in which he and his crew had been looked after.

For this service a bar to his silver medal has been awarded to Coxswain Michael J. Grant. Medal service certificates have been presented to Second Coxswain George E. Woodland, Assistant Mechanic Terence A. P. Wood, acting motor mechanic, Crew Member Donald E. Lawrence, acting assistant mechanic, and Crew Members Martin J. Rudwick, David F. Munday, Keith W. R. Lintott and Nigel L. Osbourn.

South East Division Breaking up

SOLENT COASTGUARD informed the honorary secretary of Selsey lifeboat station at 2051 on Wednesday October 5, 1983, that red flares had been sighted close inshore off Selsey Bill and requested that the 15ft 6in D class inflatable lifeboat be launched. When the position of the casualty was confirmed by Selsey Coastguard mobile it was obvious that the station's 48ft 6in Oakley lifeboat could not get near the shoal area and so, although it was dark and the weather heavy, the honorary secretary agreed to launch the D class boat, after he had conferred with Helmsman David Munday; he himself then went by car to the scene of the incident and remained there throughout with Selsey CG mobile. The crew for the Oakley lifeboat also stood by in the boathouse throughout the service.

A strong breeze, force 6, was blowing from the south west and there were heavy confused seas in the area of the off-lying shoals and rocks. Although there was no moon, visibility was generally good. It was about 2½ hours before high water.

Manned by a very experienced crew, Helmsman Munday together with Crew Members Anthony Delahunty and Nigel Osbourn, the D class inflatable lifeboat was launched from her trolley on the east side of the lifeboat causeway at 2100. With four to five feet high seas it was a hazardous launch, but it was achieved without flooding the boat.

Heading south and west round Selsey Bill, Helmsman Munday drove the in-



Hartlepool's 44ft Waveney lifeboat The Scout launched on December 4, 1983, under the command of Coxswain Robert Maiden to go to the help of a fishing boat *Sea Spell* whose engine was giving trouble. There was a fresh to strong breeze blowing from the south west and the sea was choppy; it was about 2½ hours before high water. By the time the

lifeboat returned to harbour she was towing *Sea Spell*, whose engine finally broke down, and two other fishing boats; *Lucky Strike*, which had also broken down, and *Sea Cobra*, which was unable to make headway; there were nine people on board the three boats.

photograph by courtesy of Mrs K. McNaughton

inflatable lifeboat at half speed to navigate the confused seas on the lee side of Kirk Arrow Bank. The casualty, the 54ft motor cruiser *Joan Maureen*, was sighted at 2115 in the lights of the Selsey CG mobile stationed on the sea wall. The boat, heading south west, was lying close against the seaward end of a timber groyne, some 40 yards out from the wall.

In the darkness and spray, Helmsman Munday had difficulty in locating the groyne end. He first tried an approach from the east but had to abandon that because of the waves rebounding from the ten foot sea wall and the nearness of the groyne. He circled round to starboard and headed south west. Then, altering course to the north west, Helmsman Munday headed parallel to the inner edge of Hook Sands, where irregular seas up to eight feet high were met. By now it could be seen that the motor cruiser was breaking up and, as her crew's chances in the water would be minimal, speed was essential.

As the lifeboat was brought in towards the port shoulder of the motor cruiser, Helmsman Munday saw that she had an anchor cable leading out from her port bow. He was just changing his heading to clear it when a very heavy breaking sea was sighted on the lifeboat's port quarter; as the boat lifted to an alarming angle and filled with water, Crew Member Osbourn threw himself aft and across the port sponson to counteract the force of the sea with his weight. A capsizing to starboard was averted and the inflatable lifeboat was driven hard against the casualty's port side. The time was 2120.

Crew Member Delahunty, taking the lifeboat's painter with him, leapt aboard the cruiser and told the three young men on board to jump. Helmsman Munday and Crew Member Osbourn held the inflatable boat alongside, grasping the cruiser's port stanchions, but these snapped off progressively under the strain. Crew Member Osbourn grabbed one of the three men and pulled him aboard and the other two followed. As Crew Member Delahunty reboarded the lifeboat, Helms-

man Munday came slightly astern and then quickly full ahead to clear the casualty to the south west; he was concerned that the flooded inflatable boat with six people on board might be driven on to the groyne and that flotsam from the wrecked boat, which was breaking up, might foul his propeller.

The inflatable lifeboat returned to station at slow speed. While for the passage the extra weight she was carrying added to her stability it would have increased the risks of beaching in the surf. Helmsman Munday therefore landed the three young men on the east side of the lifeboat slipway before, at 2150, beaching the boat. She was refuelled and was once again ready for service at 2200.

For this service the bronze medal was awarded to Helmsman David F. Munday. Framed letters of thanks signed by the Duke of Atholl, chairman of the Institution, were presented to Crew Members Anthony P. Delahunty and Nigel L. Osbourn.

South West Division

Aground in gully

THE DUTY ASSISTANT HARBOUR MASTER at **St Peter Port**, who is a deputy launching authority (DLA) of the lifeboat station, was informed by the Signal Station at 0428 on Tuesday October 11, 1983, that the French yacht *Wild Rocket* was aground on rocks off St Martin's Point; she had sent out a MAYDAY distress call which had been heard by Jersey Radio.

The crew were assembled immediately and, on arrival, Coxswain Michael Scales and the DLA discussed the likely position of the yacht. Police Officers who had gone to St Martin's Point had not found the yacht; her radio messages could be heard by Jersey Radio but not by listeners at St Peter Port. It was concluded, therefore, that the casualty was further to the west of St Martin's.

At 0454 St Peter Port's 52ft Arun lifeboat *Sir William Arnold* slipped her moorings and set out on service at full speed. It was an overcast morning with

a strong breeze, force 6, blowing from west north west. St Peter Port lies on the eastern side of Guernsey and so, with the wind in that direction, on the lee side of the island, and at the entrance to the harbour the swell was low and the sea moderate. The tide had reached low water at 0428.

Once the lifeboat had cleared the harbour she headed south until, at about 0502 when six cables south east of St Martin's Point, she turned on to a more south-westerly course; here the full force of the wind, now gale force, was experienced. Having passed three cables south of Gran Grune, Coxswain Scales piloted the lifeboat into Petit Port Bay, the latest assumed position of the casualty. *Sir William Arnold* was stopped and a parachute flare fired, but nothing was found. At a speed of 8 knots the Arun first steamed south west and then west north west to pass north of Baleine Rock and, at 0518, the stranded yacht's mast was seen, illuminated by a Police searchlight from the shore.

Wild Rocket, her bows heading south east into a gully, was alongside the cliff on the west side of Icart Point. Rocks could be seen near her starboard quarter and near her stern in the breaking seas. Her port side was almost against the cliff. She was upright on each crest of the swell but falling 30 degrees from the cliff in each trough, and she was pounding heavily. Her skipper had been able to stow his sails despite the gale, force 8, which was blowing from west north west over the cliffs and down-draughting on to the yacht. The tide, one hour of flood, was setting parallel to the cliff at an estimated speed of 2 to 3 knots.

Coxswain Scales ordered the Arun's Y class inflatable dinghy to be launched; she was manned by Second Coxswain Peter Bougourd with Assistant Mechanic Alan Martel as helmsman. The second coxswain, chosen for his great strength and his ability to speak French, scrambled aboard the casualty with considerable difficulty, taking with him the end of a veering line. Assistant Mechanic Martel, who had handled the

Y boat with great skill during the 100 yards passage from the lifeboat, was carried under the quarter of the yacht but managed to get clear and then stand off; the relative rise and fall of the two boats was exaggerated because the yacht only rose about one foot off the bottom on each swell crest before crashing down again, whereas the Y boat was subjected to the full rise and fall of the seven to nine foot swell.

While Coxswain Scales held the lifeboat in position on her helm and engines to avoid being swept on to the rocks, which were awash, Second Coxswain Bougourd, using the veering line as a messenger, hauled a towline across and made it fast to the starboard quarter of the yacht. Going astern, Coxswain Scales tried to tow the yacht off in a west-north-westerly direction but, after moving a little way, *Wild Rocket* came up against a rock and was stopped, the towline parting.

Coxswain Scales instructed Assistant Mechanic Martel, aboard the Y boat, to take everyone off the yacht but, being told of this decision by VHF radio, Second Coxswain Bougourd said that there would be considerable risk in such a manoeuvre; few of the seven people on board the yacht were seamen, most of them were old and one was totally blind. So another towline was passed by the assistant mechanic in the inflatable boat and, with the second coxswain advising on the direction of the tow, the yacht was brought off parallel to the cliff. She grounded on the rock astern of her but on the rising swell and tide was pulled clear into deep water.

On the lifeboat the towline was transferred from bows to stern, and on *Wild Rocket* from stern to bows; Assistant Mechanic Martel boarded the yacht and secured the Y boat astern of her as the

tow was taken up. *Wild Rocket's* rudder had jammed hard to port so that she persistently lay on the port beam of the lifeboat, making it difficult to manoeuvre her. At a speed of 7 knots, Coxswain Scales gave Baleine Rock and St Martin's Point a wide berth.

The yacht was towed into St Peter Port Harbour at 0657. She was safely berthed alongside and her crew were taken into the care of St John Ambulance officers. The lifeboat was refuelled and back on her moorings, once again ready for service, at 0800.

For this service the thanks of the Institution inscribed on vellum were accorded to Coxswain Michael J. Scales, Second Coxswain Peter N. Bougourd and Assistant Mechanic Alan F. Martel. Vellum service certificates were presented to Motor Mechanic Robert L. Vowles and Crew Members John Webster, Peter J. Bisson, Michael Guille, Nicholas Bougourd and Martin Seabrook.

South West Division

Fire

A CABIN CRUISER on fire with two men and a boy on board was reported to the honorary secretary of **The Mumbles** lifeboat station by Swansea Coastguard at 1614 on Sunday August 21, 1983. Maroons were fired and at 1618 The Mumbles 15ft 6in D class inflatable lifeboat, manned by Helmsman Arthur Eynon and Crew Members Michael Jeffries and Huw Mathias, was launched from her slipway.

The 18ft GRP cabin cruiser was moored about 40 metres due north of the Watson lifeboat's slipway. It was later learnt that she had caught fire

when her owner tried to start her engines. By the time the D class lifeboat arrived the cruiser was burning ferociously and belching out thick clouds of black smoke. All three of her crew, two of whom had been thrown into the water by the force of two explosions on board, had been picked up by a nearby speedboat.

The weather throughout this service was fine and clear. There was only a light south-easterly breeze, force 2, and a slight sea, so that the inflatable lifeboat was able to cover the quarter of a mile to the casualty at full speed. It was two hours before high water and the tide was setting south by east at 1½ knots.

Having quickly established that everyone on board the speedboat was safe and well, the lifeboat returned to the Watson lifeboat slipway and moored. Dr P. Lloyd Jones, honorary medical adviser and also a crew member, was on the slipway. He thought that the three people who had been aboard the burning boat should be examined and so the inflatable returned to the speedboat, taking out the doctor. Anthony Lewis, a first aider, was at the helm, and Huw Mathias was the third member of the crew. Apart from slight singes to the owner's hair and eyebrows, none of the cruiser's people had suffered any ill effects; as no further treatment was needed, the D class lifeboat returned alongside the Watson's slipway and Dr Lloyd Jones was landed. Arthur Eynon returned to the lifeboat as a crew member, leaving Anthony Lewis as helmsman.

The lifeboat left the slipway again but kept a safe distance from the still burning craft. It was expected that she would burn out at her mooring, but before this could happen the mooring line itself burnt through; with a 1½ knot tide threatening to carry the boat directly to the underside of The Mumbles Pier a potentially dangerous situation had thus been created.

The crew members on board the D class lifeboat knew that two explosions had already taken place aboard the burning boat, but, fearful of the consequences should the drifting boat reach the pier, they decided to try to avert the danger. Anthony Lewis quickly stripped off all his outer clothing and entered the water. Keeping a careful eye on the burning cruiser he swam the ten metres distance separating the two boats. Despite the choking black smoke and occasional spitting out of molten glass fibre which caused burns to his hands and shoulders, he quickly made fast a heaving line to the only accessible point, the propeller shaft of the outboard engine. Returning on board the lifeboat, Anthony Lewis resumed the helm and, with Arthur Eynon tending the line, he towed the cruiser quietly in an arc, taking advantage of the tide, to a position about 200 metres east of the pier. Here speed was increased in order to sink what was left of the burning

Lyme Regis Atlantic 21 rigid inflatable lifeboat returning from service on July 24, 1983, at the start of Lyme's Lifeboat Week. Manned by Helmsman John Hodder and Crew Members Robert Irish, Colin Jones and Brian Miller, she had launched to search for a water-skier who had dropped away from his ski-boat and was missing; the skier, unhurt, was found by Lyme Regis Sailing School safety boat and taken aboard just before the Atlantic arrived on scene.

photograph by courtesy of *Pulman's Weekly News*



boat. The manoeuvre was successful, the boat sinking in deep water well clear of anything to which she could have caused danger. The lifeboat returned to station at 1645 and by 1715 was once again ready for service.

For this service the thanks of the Institution inscribed on vellum were accorded to Helmsman Anthony D. Lewis. Vellum service certificates and letters of appreciation signed by Rear Admiral W. J. Graham, director of the Institution, were sent to Crew Members Arthur G. Eynon and Huw Mathias.

East Division

Search for swimmer

FOR WHITBY'S 1983 lifeboat day, Saturday August 6, the weather was fine and clear with little wind and calm water. Just before 1500 the lifeboat crew were assembling aboard the 44ft Waveney relief lifeboat *Wavy Line*, on temporary duty at **Whitby**, in preparation for a rescue demonstration launch, when a man wearing sub-aqua gear asked if he might walk over the stern of the lifeboat to enter the water to swim to a yacht moored nearby. Permission was given and the man jumped in, surfaced and began to swim. It was just after high water.

A few minutes later a sudden cry for help was heard and the man was seen to disappear beneath the water; bubbles which at first appeared on the surface ceased. Coxswain Peter Thomson and Crew Member Brian Hodgson immediately stripped to their trousers and dived off the lifeboat to try to find the swimmer. The water was about 25 feet deep and, with suspended river silt, visibility was almost nil. After two dives Coxswain Thomson put on a pair of goggles passed to him from the lifeboat and dived again with his vision now improved to between two to three feet.

Staithe and Runswick Atlantic 21 rigid inflatable lifeboat and Whitby's D class inflatable lifeboat, both afloat in the harbour for Lifeboat Day, arrived on scene at about 1515 and Second Coxswain/Assistant Mechanic Michael Coates was taken by Staithe Atlantic (with Iain Baxter at her helm) to try to get help from some sub-aqua divers operating outside the harbour. Crew Member David Smith, from the Whitby D class boat, had dived to help with the search.

Coxswain Thomson, with the aid of the goggles, sighted something on the bottom at a depth of about 25 feet but was unable to reach it. He surfaced and dived again in the same position; although he saw what appeared to be an air bottle he was unable to reach it. He surfaced and indicated the place to Crew Member Smith, who took a deep breath and dived down. David Smith managed to reach the missing man and with great difficulty swam with him to

the surface. Even then he was being pulled under by the weight, but helped by Coxswain Thomson, Crew Member Hodgson and Second Coxswain Coates (who had just returned in the Atlantic with two sub-aqua divers and who jumped in when he saw the difficulty), he managed to swim to the Waveney lifeboat. The weight was pulling all four men under. A heaving line was passed from the lifeboat and made fast to the swimmer's tank harness, but the man slipped from the harness and again sank to the bottom.

Repeated attempts were made by the now exhausted lifeboatmen and the sub-aqua divers to find the body again, all unsuccessful because of poor visibility. Police frogmen joined the search and the body was eventually found at 1843 and brought ashore at 2000.

The remainder of the Lifeboat Day activities were cancelled.

For their selfless and courageous efforts framed letters of thanks signed by the Duke of Atholl, chairman of the Institution, were presented to Coxswain/Mechanic Peter N. Thomson, Second Coxswain/Assistant Mechanic Michael R. Coates and Crew Members Brian W. Hodgson and David Smith. A letter signed by Rear-Admiral W. J. Graham, director, was sent to Mr J. C. James, honorary secretary of Staithe and Runswick, expressing appreciation for the help given by the crew of the station's Atlantic 21.

Scotland South Division

Long tow

FORTH COASTGUARD informed the honorary secretary of **Eyemouth** lifeboat station at about 1235 on Friday March 25, 1983, that MFV *Hatcliffe* had broken down and was anchored 4½ miles north east of St Abbs Head, seven miles north north east of the station. With a fresh north-north-westerly breeze, force 5, she was in no immediate danger and another motor fishing vessel, *Heather Joy*, was making for her.

The wind was freshening all the time, however, so Shore Second Coxswain/Mechanic James Tarvit was asked to stand by the telephone at the lifeboat station. At about 1319 Forth Coastguard told the honorary secretary that the skipper of *Hatcliffe* was now getting very concerned for her safety in the worsening weather and asked that the lifeboat should launch. The maroons were fired and the 44ft Waveney relief lifeboat *Wavy Line*, on temporary duty at Eyemouth, slipped her moorings at 1325 under the command of Coxswain Alexander Dougal.

By now the wind had gone round to north north east and had risen to gale force 8, gusting to strong gale, force 9. The sea was very rough.

Full speed was maintained until the comparative shelter of St Abbs Head was lost, when the lifeboat had to

throttle back because of severe pounding. *Hatcliffe* was sighted at about 1350 with *Heather Joy* trying to pass a towline to her. Five minutes later the lifeboat reached the two vessels and stood by while *Heather Joy* made several more attempts to get the towline aboard *Hatcliffe*, but without success.

Hatcliffe was now adrift and her skipper asked if the lifeboat would try to take her in tow. *Wavy Line* approached, passed her heavy nylon tow rope at the first attempt, and learned that the fishing vessel's engine starter motor had burnt out; it was hoped that the engine could be started by engaging ahead gear while under tow, but the propeller shaft would not turn.

The tide had been ebbing for three hours. The casualty's draught was more than nine feet and, with the heavy swell which was building up, it was decided that Eyemouth Roadstead would be too dangerous to approach. A message from the St Abbs MFV *Favourite* said that at that time it might be possible to enter St Abbs Harbour, so, after lengthening the tow rope to ease the strain, a course was set for St Abbs.

The lifeboat and her tow were approaching St Abbs, about half an hour later, when another message was received from *Favourite* to say that the conditions at the harbour entrance were now getting very bad and the water was ebbing away fast. St Abbs Harbour was therefore abandoned, and after some discussion it was decided not to try to enter any harbour until the next tide.

When the wind is north to north east Burnmouth, south of Eyemouth, is the safest harbour to enter, but the entrance is very restricted with very limited room between the rocks at its approaches for a vessel under tow. Coxswain Dougal decided, therefore, to run down further south for Berwick-upon-Tweed, to see what conditions were like there.

After a long and arduous tow the lifeboat and *Hatcliffe* were off Berwick at about 1830. It was obvious that the swell was even worse here; William Shearer, a senior member of Berwick-upon-Tweed lifeboat crew, reported that the swell was very heavy at the harbour entrance and advised that Eyemouth lifeboat should not try to enter with her tow. A message came at about the same time that Eyemouth Harbour was now closed because of the very rough conditions. The weather forecast was for north-north-easterly gales gusting to storm force 10, decreasing later to force 5 to 6.

There were three options left: to make for Burnmouth, to tow the casualty all night until the weather improved or to make for the Firth of Forth in the teeth of the gale. All three options were fully discussed and it was decided to make for Burnmouth.

Darkness now added to the problem. Both boats had to be brought round to head north again, and at times both of

them were knocked over on to their beam ends. Slow progress was made north through wind and tide, arriving off Burnmouth at 2035. Then the towline parted. It took the combined efforts of the lifeboat crew to haul the very long towline aboard and keep her propellers clear. Once the line had, with difficulty, been brought in, the lifeboat, with skilful handling, was brought close to the casualty and the towline passed again.

A message was then received from the Coastguard mobile, which had arrived at Burnmouth, that although conditions there had improved, no approach should be attempted until after 2100 because of lack of water. The lifeboat reported that she would not arrive on the leading lights until after that time and asked that the Coastguard should stand by on Burnmouth Pier end to help, if necessary, to check the casualty into harbour.

Burnmouth leading lights were in transit at 2105. *Hatcliffe's* skipper was told what manoeuvres would be made and the crew of the lifeboat, under the leadership of Shore Second Coxswain/Mechanic Tarvit, got ready to shorten the towline as quickly as possible to prevent the fishing vessel blowing down on to the rocks; the approach to harbour was then begun. Coxswain Dougal kept both boats slightly to the north of the lights as the wind tried to drive them south. When about a quarter of a mile from the entrance, where the sea was not so rough, Coxswain Dougal ordered the towline to be shortened; as the crew hauled it in, the lifeboat came astern and in about 30 seconds she had taken the weight of the casualty again and they were under way once more. This manoeuvre was repeated right at the harbour entrance and the lifeboat managed without assistance to bring the fishing vessel into harbour at 2115. *Hatcliffe* immediately grounded in the outer basin. The towrope was passed to the coastguards on the pier who hauled her to the quayside as the tide filled. The lifeboat was moored in the outer basin.

Because of the bad weather it was decided that the lifeboat should remain at Burnmouth overnight and that, because the outer basin is not a good place in which to lie when the swell makes, she should be moved to the inner basin. As she was being manoeuvred a rope caught in her port propeller, so she was moored where the bottom would dry at low water. The crew were then taken back to Eyemouth, arriving at 2230, but Coxswain Dougal, Shore Second Coxswain/Mechanic Tarvit, Assistant Mechanic James Dougal and Fleet Mechanic Cameron Waugh, who volunteered to help, returned at 0500 the next morning, when the tide was low, and freed the propeller. Although one blade was slightly damaged, *Wavy Line* had returned to station by 1140 and was refuelled and once again ready for service at 1145.

For this service a framed letter of thanks signed by the Duke of Atholl, chairman of the Institution, was presented to Coxswain Alexander W. Dougal and his crew: Second Coxswain John Aitchison, Shore Second Coxswain/Mechanic James Tarvit, Assistant Mechanic James Dougal and Crew Members Andrew Redden, John Buchan, John Purves and Ian Dougal.

South West Division Ten stranded

HARTLAND COASTGUARD informed the honorary secretary of **Ilfracombe** lifeboat station at 2115 on Monday March 28, 1983, that an adventure holiday party, three adult instructors and seven children, had not returned following a day spent exploring cliff caves in the Combe Martin area. At 2120 Hartland asked that the lifeboat be launched to provide illumination from the sea to help the Coastguard Cliff Rescue Unit in its search. The crew were assembled and at 2135 Ilfracombe's 37ft Oakley lifeboat *Lloyds II* was launched off the beach and, under the command of Coxswain David Clemence, set out eastwards for Combe Martin.

It was an overcast evening but clear. A gentle breeze, force 3, was blowing from north north west and the sea was slight. The tide was ebbing.

The three-mile passage to the search area was made close inshore at full speed. On approaching Little Hangman, on the east of Combe Martin Bay, numerous lights could be seen on the cliff tops. As the lights were misleading to Coxswain Clemence, he asked that

the shore search party should extinguish all their lights so that he could identify the lights of the people who were in trouble. The searchers' lights were turned off and from the remaining lights it was possible for the coxswain to pinpoint the position of the adventure party; they appeared to be stranded a considerable distance above sea level, on a ledge beneath an overhanging cliff.

Coxswain Clemence manoeuvred the lifeboat within 40 yards of the cliff. From this position it could be seen that the party had become separated and that three were stranded 30 feet above sea level and the remaining seven about 20 feet higher up again.

At Little Hangman the onshore force 3 north-westerly breeze had built up a slight to moderate sea which was occasionally breaking over the boulders and rocks at the foot of the cliffs. The night was dark but clear, the spring tide, falling rapidly, was in the fourth hour of ebb. Taking into consideration the length of time the ten people had been exposed to the elements, Coxswain Clemence decided to take them off rather than wait for the tide to recede far enough for them to climb down and walk along the shoreline to safety. So, at 2210, the lifeboat stood off in ten feet of water while her 9ft inflatable dinghy, manned by Emergency Mechanic Robert Thompson and Crew Member John Clemence, was used to ferry everyone out. John Clemence was landed ashore to help the stranded people down the cliff and into the inflatable dinghy.

The operation was not without difficulty. On first landing John Clemence was almost washed into the sea by a waist-high wave and climbing up and

Torbay: *On September 22, 1983, a young man fell 60ft into the sea when rocks crumbled beneath his feet on cliffs at Babbacombe. Two friends pulled the injured man from the sea, raised the alarm and then returned with blankets. Torbay's 18ft 6in McLachlan lifeboat, manned by Helmsman Derek Rundle and Crew Members John Ashford and Brian Caunter, went to the scene but the swell made it unsafe to embark the injured man; the lifeboat stood by, however, until he had been lifted to safety by helicopter.*

photograph by courtesy of *Torquay Herald Express*



down the narrow ledge which provided the footing for the children and their instructors was very difficult. Meanwhile, Emergency Mechanic Thompson displayed great stamina and prowess in holding the dinghy in position to take off the people; he had to choose exactly the right moments to come into the beach amid the boulders and rocks; the surge and backwash of the waves also made it imperative that the timing of the orders to those boarding the dinghy were clear and concise. Altogether six return trips were made, but by 2320 everyone was safely aboard the lifeboat.

Throughout this time, on the rapidly falling tide, Coxswain Clemence had to use his considerable local knowledge. Handing over the wheel to Second Coxswain Colin Thadwell, the coxswain was able to take his decisions from the best vantage points, ensuring that the lifeboat kept a minimum distance from where the people were embarking under the cliffs and making sure that the uncovering rocks presented no dangers. The crew on board the lifeboat also maintained a sharp lookout as well as taking care of the people coming aboard and providing them with hot drinks and blankets.

At 2320 the lifeboat informed the Coastguard of her expected time of arrival at Ilfracombe and also requested an ambulance as several of the children were suffering from severe cold. The return passage was made at full speed and the three adults and seven children were landed ashore to a waiting ambulance at 2345; after being treated for slight hypothermia they were later released from hospital. By 0115 on Tuesday March 29 the lifeboat was rehoused.

Letters of thanks and donations were later received by Ilfracombe lifeboat station from masters at the children's school, from parents and from the children themselves.

For this service a letter of appreciation signed by Rear Admiral W. J. Graham, director of the Institution, was sent to Coxswain David W. Clemence and his crew: Second Coxswain Colin D. Thadwell, Motor Mechanic Wayland Smith, Emergency Mechanic Robert W. Thompson and Crew Members John A. Clemence, John W. Fennell and David P. Clemence.

Scotland South Division

Six taken off

ON A NIGHT of worsening weather, Clyde Coastguard informed the honorary secretary of Islay lifeboat station at 2213 on Sunday September 4, 1983, that the 34ft yacht *Hydrovane*, on charter, was in trouble in the Sound of Jura.

The yacht had been trying to reach Loch Sween when her steering gear had failed; there were six people on board. An attempt had been made to anchor off MacCormaig Isle at the entrance to the loch, but a rope had parted and

fouled the propeller, and when the anchor was dropped it had started to drag. The yacht was in a confined, rock strewn area and so, when the south-westerly wind rose to gale force 8, gusting to storm force 10, her skipper sent out a MAYDAY distress signal.

Islay's 50ft Thames lifeboat *Helmut Schroder of Dunlossit* slipped her moorings at 2230 under the command of Coxswain Donald Boardman. She found the yacht at 0025 on Monday September 5, manoeuvred alongside, took off her crew and had returned to station at Port Askaig by 0405. The lifeboat was back on her moorings and once again ready for service at 0530.

For this service a letter of appreciation signed by Rear Admiral W. J. Graham, director of the Institution, was sent to Coxswain Donald W. Boardman and his crew: Motor Mechanic Archibald Campbell, Emergency Mechanic Iain N. Spears and Crew Members Donald J. McPhee, Donald A. McGilivray and Neil McEachern.

South East Division

Tidal race

DURING THE AFTERNOON of Sunday August 28, 1983, **Swanage** lifeboat crew were assembled after consultation between the station's deputy launching authority (DLA) and Swanage Coastguard. An 18ft yacht had been sighted trying to weather the tidal race off Peveril Point in a fresh north-easterly breeze, force 5, but she appeared to be making no headway. After an hour, the yacht turned south and headed away, apparently out of danger, and the crew were stood down.

Later that same day, at 2040, Portland Coastguard told the DLA that a member of the public had sighted a red flare east of Durlston Head. Maroons were fired and at 2051 Swanage lifeboat, the 37ft 6in Rother *J. Reginald Corah*, launched on service under the command of Coxswain/Mechanic Victor Marsh.

The north-easterly breeze was moderate to fresh, force 4 to 5, with a moderate sea. Visibility was good. It was about two hours before high water.

The lifeboat headed for a position about a mile south west of Durlston Head. When she was some 1½ miles short of this position she was told by two yachts that they had seen the flare and that it had been further to the east. At 2120 the lifeboat fired a parachute flare by the light of which a small yacht was sighted under full sail tacking into the heavy head seas caused by tidal overfalls. Approaching the yacht, *Jacana*, at 2125 it was found that her two crew, neither of whom was young, were unable to reduce sail and the lifeboat was involved in a stern chase. Then the yacht altered course 180 degrees to head on a reciprocal course directly towards the lifeboat.

Coxswain/Mechanic Marsh took avoiding action and managed to round again as the yacht passed on a westerly course. With wind against tide, confused seas of up to eight feet high were met in the overfall area. After two cautious approaches, Coxswain/Mechanic Marsh drove the lifeboat hard against the yacht's waist, so that Crew Member Christopher Haw could scramble on board over the lifeboat bow. It was now 2135.

The lifeboat then cleared and stood by while, during the next ten minutes, Crew Member Haw managed to clear the jib halyard, which was jammed, and lower the main and jib. The lifeboat was now able to approach more safely and a tow was passed. After making the line fast, Crew Member Haw indicated to Coxswain/Mechanic Marsh that the yacht's crew, husband and wife, were so tired that he did not think it wise to try to transfer them to the lifeboat.

The tow to Poole started at 2145 and, once clear of the overfalls, was without incident. The lifeboat and yacht berthed at Poole Quay at 2353, where it was found that the member of the public who had first reported the flare, a holiday visitor, had taken the trouble to drive to Swanage Coastguard and then to Poole to meet the two boats. Because rehousing at Swanage in the north-easterly breeze would have been difficult, the lifeboat remained at Poole overnight, the crew returning home by road.

For this service a letter of appreciation signed by Rear Admiral Graham, director of the Institution, was sent to Crew Member T. Christopher Haw.

South East Division

Doctor to baby

AN URGENT MESSAGE was received by Niton Radio at 2323 on Sunday August 21, 1983, from a yacht in the Solent reporting that a baby girl aboard, 15 months old, was desperately ill. Solent Coastguard advised the yacht, which was off Newtown River, to make for Yarmouth and alerted the honorary secretary of **Yarmouth, Isle of Wight**, lifeboat station at 2325. By 2334 Yarmouth's 52ft Arun lifeboat *Joy and John Wade*, with Dr N. Reid, the honorary medical adviser, on board, had slipped her moorings under the command of Coxswain David Kennett.

The lifeboat came alongside the yacht at 2345 and Dr Reid, boarding the yacht, quickly diagnosed the trouble. The little girl and her mother were immediately transferred to the lifeboat which, within minutes, had returned to Yarmouth where an ambulance was waiting. It was now 2350. The little girl recovered and was able to leave hospital a few days later.

The lifeboat was back on her moorings by 0010 on Monday August 22 and the yacht was brought into Yarmouth

Harbour by her owner, who was the child's father.

For this service a letter expressing the Institution's appreciation and signed by Cdr Bruce Cairns, chief of operations, was sent to Coxswain David D. Kennett, Dr N. Reid, honorary medical adviser, and the other members of the crew: Second Coxswain David J. Lemoni, Motor Mechanic Robert R. Cooke, Assistant Mechanic Brian D. A. Miskin, Emergency Mechanic Stuart L. Pimm and Crew Members Martin G. Long and Paul G. McKillop.

East Division

Five calls

WHEN, ON THE AFTERNOON of Saturday September 17, 1983, the 35ft MFV *Arctic Solatair* picked up a floating rope around her propeller and went ashore at Skinningrove, about six miles south of Redcar, Tees Coastguard telephoned the honorary secretary of Redcar station branch to request that the lifeboat should stand by the fishing vessel during her refloating on the following high tide, predicted at 0157 on Sunday September 18.

Redcar's 37ft Oakley lifeboat *Sir James Knott* launched at 2248 under the command of Coxswain David Buckworth and about half an hour later she was standing clear off Skinningrove. A moderate to fresh breeze, force 4 to 5, was blowing from the south and the sea was slight; the night was generally fair but with heavy rain at times. There was, however, a moderate swell on the shore and, although *Arctic Solatair* refloated and came clear at 0114, her steering gear was damaged. The life-

boat took the disabled fishing vessel under tow and at 0113 set course for Hartlepool, some 13 miles to the north west.

At first *Arctic Solatair* was taking some water through her damaged steering gear but her crew managed to stem the flow and, despite the fact that the fishing vessel's rudder was jammed to starboard the lifeboat made easy work of the tow in the freshening southerly winds and occasional heavy rain. Hartlepool was reached safely at 0408. After putting the fishing vessel on a mooring, the lifeboat returned to station, arriving at 0509. She was rehoused and ready for service at 0545.

Later that day, at 1255, the boat-house keeper reported to the honorary secretary that a small motor boat with two adults and two children on board was being blown out to sea. The moderate to fresh breeze had by this time gone round to the south west and the sea was choppy; it was two hours before high water. Redcar's D class inflatable lifeboat, manned by Helmsman Trevor Wilberforce and Crew Member Michael Lawes, launched at 1258. Coming alongside a few minutes later she found that the motor boat's engine had failed. The lifeboat took the casualty in tow and landed her and her four occupants at Redcar at 1318. By 1323 the D class boat was rehoused and ready for service.

Two hours passed and then, at 1514, the honorary secretary received another telephone call to say that a board sailor was in difficulties between Saltburn and Hunt Cliff, 4½ miles south east by south of the lifeboat station. By now the south-westerly wind had risen to gale force 8 with a moderate sea and a two to three foot swell; the tide had been

ebbing for about half an hour. The D class lifeboat launched within two minutes; Second Coxswain/Mechanic John Price was at her helm this time, with Trevor Wilberforce and Michael Lawes as crew. About ten minutes later the board sailor was found ashore under the Hunt Cliff. The lifeboat picked him up, with his board, and landed him at Saltburn. By 1555 the inflatable lifeboat was again back on station and rehoused.

Half an hour later Tees Coastguard reported another board sailor in difficulties off Saltburn. The south-westerly gale was still blowing, with the tide on the ebb, as the D class inflatable lifeboat launched for the third time, at 1632; manned by Helmsman Trevor Wilberforce and Crew Member Michael Lawes, she drove the 4½ miles back to Saltburn. After a short search the board sailor was found at 1650 and put ashore. The inflatable lifeboat was then asked by Tees Coastguard to remain in the Saltburn area on stand by until all the board sailors at sea were safely ashore.

While eventually returning from Saltburn, under the lee of the land, the inflatable lifeboat was asked by the Coastguard to investigate a small boat blowing away 1½ miles east of the lifeboat station. The wind was increasing all the time so, while the inflatable lifeboat stood by, at 1730 Redcar's 37ft Oakley lifeboat *Sir James Knott* was also launched; Coxswain Buckworth was in command. Within minutes, a squall, blowing up to strong gale, force 9, with heavy rain and flying spray, had whipped up the sea. By 1740 *Sir James Knott* was alongside the 17ft open boat, the engine of which had failed. The four

continued on page 32

Brighton and Shoreham Harbour: Early in the evening of September 15, 1983, when a force 8 gale, gusting to strong gale, force 9, was blowing from the south west and the sea was very rough, a swimmer was reported in difficulties between Brighton's two piers. Brighton's Atlantic 21 rigid inflatable lifeboat, manned by Helmsman Alan

Young and Crew Members Roy Peters and Anthony Dowd, and Shoreham's 37ft 6in Rother The Davys Family (below), under the command of Second Coxswain John Landale, both launched. The Atlantic searched close inshore, the Rother further off, but no one was found. photograph by courtesy of Brighton Evening Argus



Lifeboat Open Days 1984

Poole Headquarters and Depot

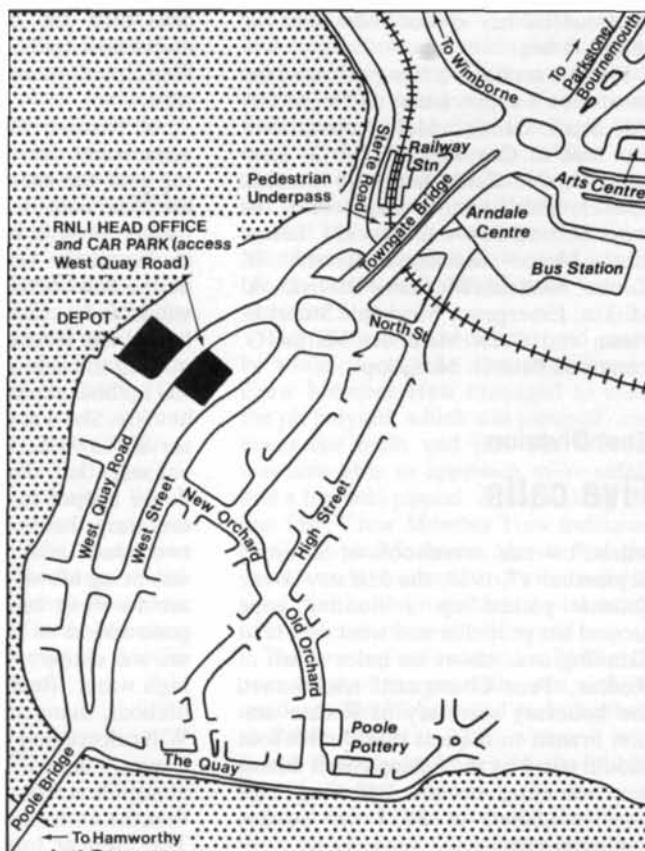
Thursday July 19 10 am–6 pm
Friday July 20 10 am–6 pm
Saturday July 21 10 am–6 pm

FOR ITS 160th anniversary year, the RNLI's head office and depot will once again be open to the public and there will be an opportunity to see the offices, works and stores which provide the support and essential back-up to the 200 lifeboat stations throughout Great Britain and Ireland. There will also be lifeboats to see, lifeboatmen to meet and special demonstrations and displays. Souvenirs and refreshments will be on sale, and admission will be free.

A limited amount of free car parking will also be available, with council, fee-paying, car parks nearby if required.

For people entering Poole on the Hamworthy, Wimborne or Parkstone and Bournemouth roads, the map indicates how to reach RNLI headquarters. AA road signs will mark the routes from the Poole boundary roads. For visitors arriving by train, it is just a five-minute walk to RNLI HQ and for those arriving by coach at Poole bus station it is a ten-minute walk, starting through the Arndale Centre.

Please contact the Public Relations Department for further details. RNLI, West Quay Road, Poole, BH15 1HZ. Telephone (0202) 671133 Ext 239.



Forest Row Lifeboat Choir

THIRTY-NINE Christmases ago in Forest Row, a little Sussex village nearly 30 miles from its nearest lifeboat, the village postman, Billy Mills, joined two local church choirs together to go carol singing to raise money for the RNLI. Billy led the carollers around Forest Row on foot and remained the choir's mascot long after George Ralph took over as organiser and conductor. Both Billy and George were honoured with the RNLI gold badge and in 1974 George represented the choir at the Royal Garden Party to mark the 150th anniversary of the Institution.

It was a great honour to be asked by George to join the choir which grew in size and reputation. In time it was invited to sing at many local house parties Christmas after Christmas. It became necessary to drive the many miles covered each night in and around Forest Row. In December 1970 the choir sang with Semprini at Arundel Castle and in 1976 entertained a group of Americans at the Mansion House for the American British Lifeboat Appeal. The repertoire of carols had expanded to include many lovely old English songs for such occasions.

Forest Row Lifeboat Choir out carol singing last Christmas, conducted by Myfanwy Townsend. photograph by courtesy of Geoffrey Harfield



In the summer of 1975 the choir made a Christmas carol LP with three generations of one family taking part; an original soprano, Mrs Lily Card, her daughter and husband and their son John, who was the youngest member of the choir and also the recording engineer. The record has since sold about 2,800 copies and has been sent to many friends and relations all over the world. The rich baritone voice of David Jupp can be heard singing the Boar's Head carol. The choir usually sings unaccompanied but for the record a church organ added depth to the singing. Copies can still be obtained from Mrs Dorothy Rumens, 9 Upper Close, Forest Row, Sussex, at £3.50 including p and p, cheques payable to RNLI, to which all profits are given.

Sadly George Ralph died in October 1982 after a long illness and 33 years as 'gaffer'. However, the enthusiasm of the choir remains firm in its aim to raise money for the RNLI and to date more than £10,000 has been raised.—T.M.

CHRISTMAS GIFT

EACH CHRISTMAS a gift of White Horse whisky is made by Mr J. P. Young of California to a group of lifeboat stations on different parts of the coast. Last year's generous festive present was given to all the lifeboat stations in Ireland.

NEW ADDRESS

SOUTHERN REGIONAL OFFICE moved at the end of March from Poole HQ to: 25 East Street, Wimborne, Dorset.

The naming at Cowes

RNLB *Sir Max Aitken II*

ON THURSDAY FEBRUARY 23

STORNOWAY'S NEW 52FT ARUN LIFEBOAT

WHEN PRINCESS ALEXANDRA named the new Stornoway lifeboat on Thursday February 23 it was a doubly historic occasion for, almost 30 years before, her mother the Duchess of Kent, President of the RNLI, had named an earlier Stornoway lifeboat. However, Princess Alexandra did not have quite so far to travel because for the second time in three years The Prospect, West Cowes, harbourside home of Sir Max Aitken on the Isle of Wight, was the setting for the ceremony and it was the second 52ft Arun class lifeboat to be provided by the Beaverbrook Foundation, of which Sir Max is chairman.

Coxswain Malcolm MacDonald and other lifeboatmen from Stornoway were aboard the new Arun while representatives from Stornoway's station branch and ladies' lifeboat guild were among the guests; it was Mrs K. Hardy, president of Stornoway ladies' guild, who presented Princess Alexandra with a posy, on her arrival.

When he opened the proceedings, Lord Robens, a trustee of the Beaverbrook Foundation, said it was . . .

' . . . an honour and a great pleasure to welcome Princess Alexandra.'

and Lady Aitken said that she was . . .

'Very proud indeed to present the new lifeboat to the RNLI.'

The Duke of Atholl, chairman of the Institution, accepted the lifeboat *'with great gratitude'* and handed her over to the care of Stornoway lifeboat station, whereupon the honorary secretary, Captain A. M. Mackenzie said,

'This wonderful new boat will enable our crew to carry on their work with even greater efficiency.'

The service of dedication which followed was conducted by the Reverend Richard Parker, Vicar of Holy Trinity Church, Cowes, and Rector of Northwood, assisted by the Reverend Brian Day, West Cowes Methodist Church, and also the Reverend Father Timothy

Williamson, Parish Priest, Roman Catholic Church, Cowes. The music was by courtesy of R. J. Coleman.

On being invited to name the lifeboat, by Lord Robens, Princess Alexandra replied,

'I was delighted to be invited to name this new lifeboat as I have the highest admiration for lifeboatmen everywhere . . . I am sure that this new lifeboat will serve Stornoway well and I know that everyone at the station must be very grateful to Sir Max Aitken and the Beaverbrook Foundation for their generosity.'

'It gives me great pleasure to name this lifeboat Sir Max Aitken II.'

After meeting Coxswain MacDonald and other crew members, the Princess went for a short trip in the new boat. The jaunty Highland music played by Piper I. W. Purkis may have surprised passengers on the passing hydrofoil and Red Funnel ferry but it did much to dispel the cold effects of a stormy winter afternoon. Before returning to the mainland by helicopter the Princess met many guests during an informal tea party.

A re-dedication ceremony for its new lifeboat will be held at Stornoway later in the year.—H.D.



(Above) HRH Princess Alexandra, who named the new Stornoway lifeboat, with Lady Aitken and the Duke of Atholl, chairman of the Institution.

(Left) With Coxswain Malcolm MacDonald at her helm, the 52ft Arun, Sir Max Aitken II demonstrates her handling to Princess Alexandra and other guests in Cowes Harbour.

photographs by Colin Watson

ALDERNEY

ON SATURDAY, March 10, the RNLI set up a lifeboat station at Alderney, in the Channel Islands, for a trial period of 12 months.

During the morning the local vicar conducted a simple ceremony of blessing for the new 33ft Brede class lifeboat which then, with her crew of four, took part in an operational exercise with St Peter Port's 52ft Arun class lifeboat. A full naming ceremony and dedication will take place if the lifeboat is retained at Alderney, following the

present 12-month evaluation period.

The Brede class is one of the RNLI's latest lifeboat designs. She is built of glass fibre, has a top speed of 20 knots and a range of 140 nautical miles and is fitted with VHF radio, echo sounder, radar and VHF direction finding equipment.

LLANDUDNO

AN EXTENSION to Llandudno lifeboat-house, to accommodate the D class inflatable lifeboat's towing vehicle was opened at a ceremony last June

attended by Llandudno's Mayor, Councillor Philip Evans, Aberconwy Mayor, Councillor Alwyn Hopkins, and Lord Mostyn, president of Llandudno station branch. The opening ceremony was performed by George Scarth, of Pudsey, who had made a substantial contribution towards the cost of the extension in memory of his wife, Edith. Mr Scarth said that his gift was a gesture of thanks; he and his wife had spent their honeymoon in Llandudno in 1934 and, since then, had frequently revisited the town, growing to know and love it well.

Fail Safe

PART I: CAPSIZING AND RIGHTING

by James Paffett

ON APRIL 10, 1983, Salcombe's 47ft Watson lifeboat *The Baltic Exchange*, searching for missing divers at the southern end of Start Bay, was hit by mountainous seas in a force 11 storm. The first of two tremendous seas, a wall of water about 50 feet high and breaking, knocked the lifeboat down to starboard, washing overboard one of her crew; the second huge sea capsized the boat herself. The emergency air bag with which she is fitted inflated automatically, bringing the lifeboat upright again. The crew at once got under way, recovered their comrade from the sea, and continued with their search. That was a significant milestone in lifeboat history.

Going back a few years, on December 24, 1977, Kilmore's 37ft Oakley lifeboat *Lady Murphy*, returning from a search, was capsized twice off Forlorn Point in very wild seas about 30 feet high whipped up by a strong gale at about high water springs. She righted each time. One man who went overboard during the first capsize was recovered and three of the four men washed into the sea during the second were safely picked up; tragically the fourth man could not be found. The Oakley's self-righting capability comes from water automatically flowing from one tank to another. As *Lady Murphy* went over, her mast broke off at its base; that is exactly what it was designed to do so that there should be no possibility, in shallow water, of the masthead hitting the seabed and its foot being driven through the lifeboat's superstructure into the compartment below, thus letting the water into the boat. With the mast, however, the aerials went too and radio communication with the shore

was lost. Nevertheless, *Lady Murphy's* crew were able to bring her back to station with no outside help.

Nearly two years later, in the early hours of November 18, 1979, Barra Island's 52ft Barnett lifeboat *R. A. Colby Cubbin No. 3*, and Islay's 50ft Thames lifeboat *Helmut Schroder of Dunlossit* both launched in winds gusting up to hurricane force 12 to go to the aid of the Danish cargo vessel *Lone Dania*, whose cargo of marble chips had shifted. Both lifeboats were capsized by steep breaking seas up to 30 to 40 feet high. Both boats righted and returned safely to station, *Lone Dania* eventually returning to Barra under the escort of another Danish ship. Barra Island's Barnett, like Salcombe's Watson, was righted by an emergency air bag; Islay's Thames is designed to be self righting without auxiliary aids. Although the Barnett's mast was damaged and her MF aerials had been carried away, a six-inch stub of the VHF aerial remained and radio communication with the Coastguard was possible.

Salcombe's *The Baltic Exchange*, however, was the first lifeboat to continue on service after capsizing and righting, albeit for only a comparatively short time. Before long she heard that a helicopter had taken up the search, and as she needed to pump out her own engine room, she made for the lee of the land, maintaining her search on the way. The lifeboat herself suffered only minimal damage; her engines, steering gear, compass and both clocks were all working and she was able to communicate by radio.

The remarkable story of the Salcombe crew was told in the Winter 1983/84 issue of *THE LIFEBOAT*. There is a

story, too, behind the 'hardware': the boat and her equipment. A hull which will right itself from complete inversion in heaving salt water, machinery and equipment which will go on working after this treatment, do not happen by accident; they have to be designed, built and tested with care. The Salcombe recovery was made possible, as were the others, by hard work done in the design offices and building yards long before the event. The crews achieved the feats; the designers made it possible for them to do so. Let us look further into the designers' work.

Self righting

Consider first the matter of self righting. It is a particular aspect of a craft's 'transverse stability'. Self righting is a quality which has not always been enjoyed by all lifeboats. It can be designed into the hull, but other features may have to be sacrificed to achieve it.

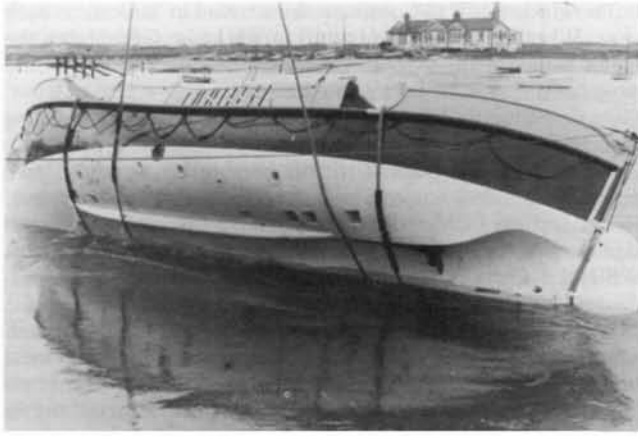
If a vessel floating upright in calm water is forcibly heeled to one side through a small angle and then released, she will in general return to the upright; she is then said to be stable. If the angle is increased, a point will usually be reached where the vessel no longer returns to the upright on release, but carries on rolling until she is upside-down, and there she stays. She is said to enjoy positive stability up to the critical angle, above which stability becomes negative. The critical angle, known as the angle of vanishing stability, may be of the order of 60 degrees or so in a fishing vessel or merchant ship. Heeling beyond this angle is usually fatal, as water will enter through hatches and other openings, sinking the ship. Even if she remains afloat for a while in the inverted position, the prospects for the crew are grim and there are few records of escape from capsized hulls.

In large ships capsizing is a very rare event. It is usually caused by heavy weather aggravated by some mishap such as hull damage or cargo shifting. In fishing vessels and small craft exposed to waves which are larger in relation to

Salcombe's 47ft Watson lifeboat *The Baltic Exchange* (below, photograph by courtesy of Torbay lifeboat crew), and Barra Island's 52ft Barnett *R. A. Colby Cubbin No 3* (below right, photograph by courtesy of HMS Gannett) are fitted with emergency air bags to give

them a righting capability. The bags are seen here inflated after the two boats had been capsized on service and had righted successfully, Barra Island's Barnett lifeboat in November 1979 and Salcombe's Watson lifeboat in April 1983.





A 37ft Oakley lifeboat, like Kilmore's Lady Murphy, is hauled over by crane for her righting trial; when she is upside down, the strop will be released. The Oakley's righting capability is given by a water transference system.



The 50ft Thames lifeboat, like Islay's Helmut Schroder of Dunlossit, is designed with a substantial watertight deckhouse to give her a righting capability. On her righting trials, once the strop is released she comes upright, shaking off the water.

their size, capsizes are more common, and are sometimes caused by waves alone. In recent years attention has been increasingly given to the stability of such craft.

Of all the vessels on the sea, however, lifeboats, from the very nature of their duty, are the ones most likely to meet waves capable of turning them over, not only sideways but even end-for-end. Lifeboats cannot be advised to run for shelter when the sea rises; that is the very time when they have work to do, and so often the work is in shoaling water where the seas grow steep and break. Lifeboats have to be able to face up to the very worst the sea can do.

No one can design a boat which can never be turned over by a sea. The forces of nature are such that seas will sometimes arise in which a vessel the size of a lifeboat will unavoidably run the risk of being turned over on to her back. Let us keep the matter in perspective; the risk is very small, but not so small as to be negligible, as the Kilmore, Barra Island, Islay and Salcombe lifeboat crews found.

While the designer may not be able to prevent the boat from turning over, he can still design the hull so that it will come upright again instead of remaining upside down. His first act is to push the angle of vanishing stability up until it reaches 180 degrees; that is, he will so shape the hull that it will roll back to the upright no matter what heel is imposed forcibly, right up to complete inversion. There are several ways of achieving this end (see 'Self Righting Explained' by Stuart Welford, *THE LIFEBOAT*, Winter 1974/5). They all boil down essentially to keeping buoyancy high up in the boat, keeping the centre of gravity low and preventing water from coming inboard while the boat is inverted.

The principle has been well understood from the earliest days of lifeboats. Right back in 1789, when a prize was

offered for the best model of a lifeboat, one of the entrants was William Wouldhave, a parish clerk from South Shields. His model was of a pulling boat with pronounced sheer and high ends. Although Wouldhave was only given half of the contest's two guinea prize, his design principles were later incorporated in Greathead's Original, the first purpose built lifeboat.

Many of the pulling boats of the last century were built with a heavy sheer, with watertight compartments built into the high bow and stern portions. These boats rolled heavily and a belief grew up that self-righters were not good sea boats. This may have been true of those particular boats, but there is in fact no essential conflict between self-righting ability and sea-kindliness. With care in design, aided by modern methods and materials, the boat can have both qualities.

The approach used in recent designs has been to fit a substantial deckhouse and to build it in such a way that it remains watertight and buoyant with the boat upside down. This feature can be seen in the Waveney, Thames, Arun, Tyne and Brede classes. Of course, if water gets into the wheelhouse the valuable self-righting property will be lost. A watertight wheelhouse is not there just to keep the rain off; it is an integral part of the hull and needs to remain tight in the face of the worst the sea can do.

An earlier approach, adopted in the housed carriage or slipway 37ft and 48ft 6in Oakley lifeboats, was to employ a water transference system. A ballast tank, which fills with sea water within seconds of the boat launching, is fitted in the bottom of the boat, while a righting tank is fitted as high as possible under her port deck. As the boat is pushed over, passing 110 degrees of heel, a valve opens which allows the water from the ballast tank to flow into the righting tank. This transfer of weight to one side of the boat begins a rolling movement which returns her to the upright. The system works, but the tanks and associated valves and piping are troublesome to maintain.

To give a righting capability retrospectively to some of the Institution's Watson and Barnett lifeboats, which were not originally self-righters but which still had a number of years station life ahead of them, a different method was devised. A large cylindrical emergency air bag (deflated and housed in a glass fibre cover) is fitted on a lifeboat's after cabin top. If the lifeboat rolls beyond about 120 degrees, a weighted lever operates and a valve discharges compressed air into the bag which is, of course, now in the water under the boat. This newly-created buoyancy renders the boat positively stable and she returns quickly to the upright. It was an inflated air bag which righted the Barra Island and Salcombe lifeboats and almost certainly saved the lives of their crews. It was the sound construction and good maintenance of the inflation systems that ensured that the valves worked and the air pressure was there to generate buoyancy the instant it was needed to bring the boats upright while the crews held their breath.

A similar type of system is used to right an Atlantic 21 rigid inflatable lifeboat. A deflated cylindrical buoyancy bag is housed on a tubular alloy roll bar, or gantry at the after end of the boat; should the boat be capsized, once the crew have all assembled in the water at her stern and taken hold of the lifeline, they can, by pulling a cord, inflate the bag with CO₂ gas. When this is done the boat rights herself with impressive speed. The roll bar itself is intended to protect the crew from being crushed beneath the boat, should she be turned over in shoal water or among rocks.

To complete the picture and going down the size scale, equipment has now been fitted to the 17ft 6in twin-engined Mk IV Zodiac D class inflatable lifeboat so that should she capsize her crew can, using their own weight and the correct drill, man-handle her back to the upright. Drills for righting all classes of inflatable lifeboats have been developed.

continued on page 19

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.

STROMNESS

FIRST LIFEBOAT STATION IN ORKNEY

by Joan Davies

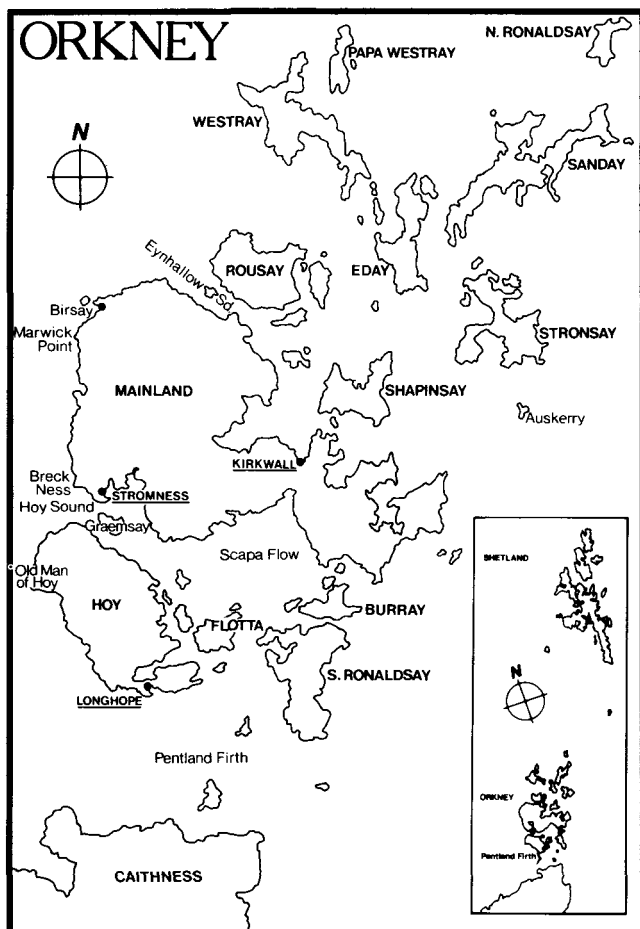
TAKE THE FERRY from Scrabster Harbour to Stromness. Cross the Pentland Firth from the north coast of Caithness to Mainland, Orkney, and already there is a growing feeling of vast distance, of wide horizons. A majestic, ponderous swell rolls in from across the North Atlantic on to the ferry's port beam—and that is on a fine day! The forbidding, dark vertical cliffs of Western Orkney, rising up as high as 1,000 feet, increase in grandeur as the ferry approaches, and there, to starboard, is the upstanding pillar of rock, The Old Man of Hoy.

Then on to the port of Stromness. Away to the east are the deep, sheltered waters of Scapa Flow, where navies may find haven. And not only in modern times. A description of Orkney published in *THE LIFEBOAT* of August 1, 1876, goes back many centuries:

'In the waters of Scapa Flow, which wash the southern coast of Pomona Island [Orkney Mainland], Rollo, son of the then Earl of Orkney, and grandfather of our William the Conqueror, assembled his fleet, and for six months recruited his forces, preparatory to his descent on Normandy; and the bulk of the men who formed that successful invading army were "Orkney bred or born". . . .'

Look to the west and the north, and this same description speaks of the time when Stromness Harbour would have been . . .

' . . . thronged with whaling, exploring, seal-hunting ships, privateers and ships of war, outward or homeward bound . . . Here rendezvoused the great Arctic explorers Franklin and Parry, and from here sailed the great circumnavigator and explorer Captain Cook, bound on his attempt at the Northern mystery.'



The Hudson's Bay Company ships called at Stromness each year. Whether ships were bound for Canada, Greenland, the Davis Strait or the Arctic, the young men of Orkney would have been recruited for them all.

At one time line fishing was very good, for tusk, cod, ling and halibut. For many years the herring fleet came to Orkney, when perhaps 30 or 40 herring boats might have been found unloading their catch or sheltering in Stromness. Now deep sea trawlers have largely taken over. There is still line fishing, of course; in fact for six years former Provost William Knight, the lifeboat station's present branch chairman, was credited in *The Guinness Book of Records* with the largest halibut caught in this way. Some seine netters and small trawlers work out of Stromness, too, but the most prevalent inshore fishing is for lobsters. Modern lobster boats may carry up to 400 creels and the lobsters, kept ashore in covered ponds near the harbour, are shipped as far away as Norway, France and Southern England. It is a thriving business.

The horizons are wide and, for the people of Stromness, always have been. It is not surprising, therefore, that it is for the long distances covered on rescue missions and the very long hours sometimes spent at sea that the lifeboats and lifeboatmen of Stromness are perhaps most renowned.

The station was first established in 1867, following the total wreck on New Year's Day, 1866, on the island of Graemsay just south of Stromness, of *Albion*, an emigrant ship bound for Canada. Although most of the 100 passengers and crew were saved by boats which put out from the shore, 11 people in one boat drowned.

Pulling and sailing lifeboats

At that time Stromness was the most northerly of the RNLi's stations. Its first two lifeboats were, of course, pulling and sailing boats; the 33ft *Saltaire*, 1867 to 1891, and the 42ft *Good Shepherd*, 1891 to 1909. Not only were tremendous strength and effort demanded to contend with the strong tides, the ferocious winds and the swell and rough seas coming in from the Atlantic on to the rocky coast, but the crews also suffered much from exposure in these early open lifeboats. On one occasion, when a fishing boat was lost in a gale, *Saltaire* was out searching all night through a snow storm, going right up the coast as far as Birsay.

Good Shepherd launched on December 11, 1907, after a farmer from Breck Ness had galloped over the hill to report a trawler, *Shakespeare*, wrecked on the Point of Spoil. Only the trawler's masts and funnel could be seen above the water when the lifeboat arrived but, although often herself standing on end in the raging surf, *Good Shepherd* managed to bring off by line two men clinging to the trawler's foremast and another man hanging on to the funnel. Three men on the mizzen mast were brought to safety by the rocket brigade on shore. For this rescue Coxswain Robert Greig was awarded the silver medal for gallantry.

John A. Hay

Long years of service are given at Stromness, whether on sea or land, and it is a station where the close bonds between lifeboatmen and the people who back them up on shore are well illustrated. There have only been ten coxswains and seven honorary secretaries in Stromness lifeboat station's 117 years history.

One of the most outstanding of the honorary secretaries, deeply concerned in every aspect of the work and needs of the station and spanning the years from the time of sail and oar to twin-engined motor lifeboats, was Mr G. L. Thomson; he served from 1903 to 1944. Mr Thomson had been in office for some six years when *John A. Hay* came on station in 1909. She was one of the Institution's first boats to be built as a motor lifeboat and of course she had a much greater range than the older boats. Mr Thomson himself went out on her first service. One of the sudden violent gales which can occur in these waters came up from the north east while the coxswain and nearly all the crew were at sea. Mr Thomson and the harbour master mustered a scratch crew and were successful in rescuing a fishing boat with four men on board.

It was the first of two occasions when Mr Thomson went out with the lifeboat himself.

On January 1, 1922, the Grimsby trawler *Freesia*, homeward bound with a large catch of fish, was wrecked in strong winds and a heavy sea on Costa Head, more than 20 miles north of Stromness. As soon as *John A. Hay* was launched, Mr Thomson motored across the island to the headland. He found that the trawler had already sunk and that the only survivors, two men, were adrift on a small raft. His first concern was to place signalmen round the cliffs to guide the lifeboat, and he then appealed for shore boats to put out. Three boats did put to sea but they could not reach the raft. For *John A. Hay* it was a long and stormy journey along a lee shore. She was continually swept by waves, her crew, soaked to the skin and very cold, were blinded at times by the rain. When she arrived she was guided by the signalmen to the raft and rescued the two men minutes before they would have been carried to certain death. For this service the bronze medal was awarded to Coxswain William Johnston.

In these days of advanced electronic aids, it is well to remember the vital part once played by the shore signalmen. Before the days of radio, making their way across the land to vantage points where they would take up station, perhaps for long periods and in positions exposed to the full force of the weather, they provided the only means of communication with lifeboats at sea, by morse or semaphore, or, in the event of a recall, Very pistol or small rocket.

In November 1920, *John A. Hay* had travelled 70 miles on one service; in January 1922, as we have seen, she travelled 50 miles to rescue the men from *Freesia*, being at sea for nine hours. On September 22, 1922, she travelled 114 miles and was at sea 14 hours when nine men were rescued from the trawler *The Cornet of Aberdeen* stranded off Sanday, one of the north-easterly islands of Orkney. All long distances for an early motor lifeboat, in which the crew were still exposed to the weather.

An interesting point came out in another long service, in 1923. *John A. Hay* launched to go to ss *Cormorant* in distress in Eynhallow Sound, about 20 miles away. She carried enough petrol to last 16½ hours at full speed, but on this occasion her petrol was in fact exhausted in 13 hours. On the way north the boat was under sail and motor, running before a south-easterly gale of exceptional severity, and, as the sails were taking the load, the engine was running a third as fast as its normal speed. It is also interesting to read once again that, when the lifeboat did not arrive back as expected . . .

... at four in the following morning the honorary secretary arranged for a drifter to go in search of her, he himself, with a party of signalmen, searching the coast by motor car. . . .

In June 1926, *John A. Hay* set out at 2330 in thick fog to go to the help of a steamer, *Hastings County* of Bergen, which had gone ashore at Auskerry, an island on the east of Orkney. Thirty-one men were taken off and landed at Kirkwall, and when the lifeboat reached Stromness the

following afternoon she had been out for 17 hours and in that time she had travelled 85 miles.

J.J.K.S.W.

By now, a new lifeboat had been laid down for Stromness. She was one of the new Barnett twin-screw boats being built for stations where long distances might have to be travelled. These Barnetts, 60ft overall, were intended to lie afloat but, at the station's request, the new Stromness boat was built to a modified, smaller design, 51ft by 13ft 6in, so that she could be housed. Mr Thomson had travelled to London and put a number of suggestions to the designer, J. R. Barnett, for what was to become the Barnett (Stromness) lifeboat, and the designer himself freely acknowledged how much help he had received from Mr Thomson and the crew at Stromness.

The new 51ft Barnett lifeboat went on station in 1928; she was named *J.J.K.S.W.* on June 6 by HRH Prince George, who also named a new lifeboat at Longhope on the same day.

The range of Stromness lifeboatmen had once again been extended.

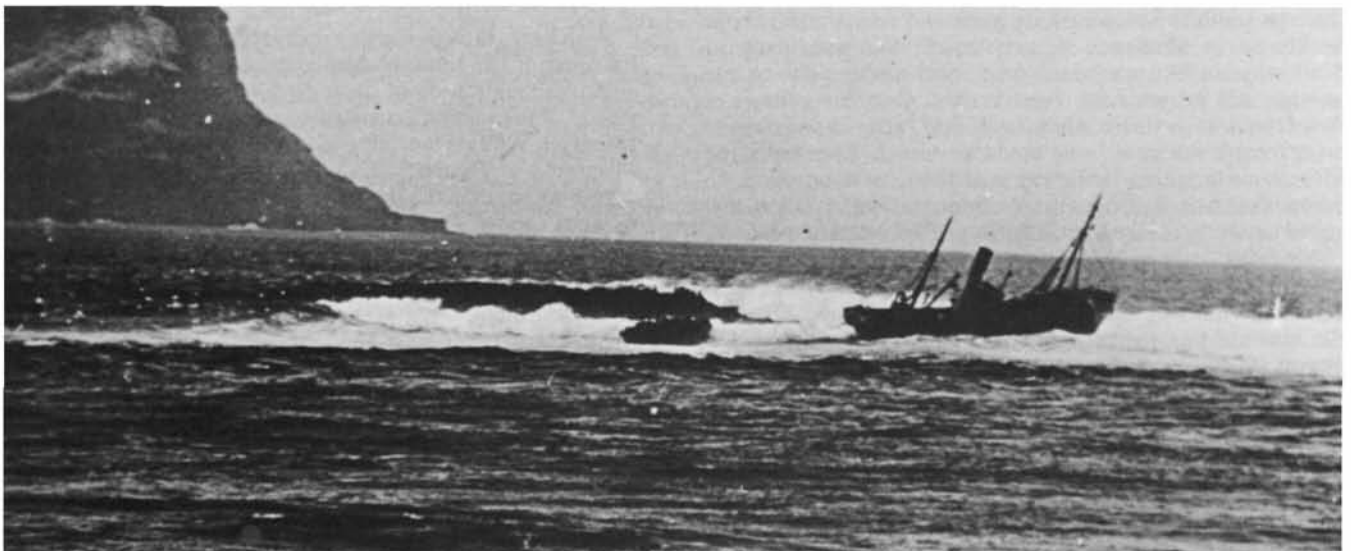
Early on February 14 the next year, at about 0400, three separate messengers arrived at the house of the honorary secretary to report a trawler, *Carmania II* of Grimsby, ashore on Kirk Rocks in Hoy Sound. Half an hour later *J.J.K.S.W.* was on her way. Arriving off the rocks she found that the trawler was too far off for the team ashore to get a line to her and too far in for the lifeboat to be able to reach her in the darkness and across an intervening 100 to 150 yards of breaking seas. About an hour later a huge wave lifted the stricken trawler 'as if she had been a cork', swung her completely round and threw her on top of the reef.

When the tide turned and began to make, the seas grew heavier and heavier, but two hours later, with the rising tide, Coxswain William Johnston manoeuvred the lifeboat through



(Above) *John A. Hay*, the first motor lifeboat to be stationed at Stromness. photograph by courtesy of W. Hourston

(Below) The 51ft Barnett (Stromness) lifeboat *J.J.K.S.W.* on service to *Carmania II*, ashore on Kirk Rocks in Hoy Sound.





The 52ft Barnett lifeboat Archibald and Alexander M. Paterson, which has been on station at Stromness since 1955, launching down her slipway. Archibald and Alexander M. Paterson was the gift of Miss Margaret M. Paterson of St Petersburg, Florida, in memory of her brothers, her uncle and her grandfather. She was named on August 25, 1955, by Miss Chris McKinnon, a cousin of the donor.

the breakers and dropped anchor. On the second attempt a line was successfully fired across and secured aboard the trawler, so that a lifebuoy could be sent to her. The lifeboat was veered in through the surf, nearer and nearer as the tide rose. She herself was being thrown high by every sea and then disappearing in the following trough. Watching for the right moments, however, five trawlermen were brought off. Then a tremendous wave caught the lifeboat nearly broadside on; her anchor cable snapped and she was driven to leeward. Coxswain Johnston took the boat quickly ahead among the reefs and breakers until she was under the lee of the wreck, to which he still had lines. He shouted to the men on board to get into the trawler's own small boat, swept overboard and floating under her lee, so that he could haul them to the lifeboat. Five more men were thus rescued. Then the painter parted and the small boat was swept away with two men still in her, but the lifeboat, passing again between the rocks and the shore, was able to rescue them. For this service Coxswain Johnston was awarded a bar to his bronze medal. Writing in his *Story of the Stromness Lifeboats 1867 to 1967*, Ernest W. Marwick records that after this service the coxswain said:

'We have a grand boat, and we are afraid of nothing above water if we have plenty o' water below us. I like no' when we see the redware churning up alongside of us.'

It was in 1930, however, that Stromness lifeboat, the 51ft Barnett, *J.J.K.S.W.*, undertook her most extended passages. In March and April, within nine days of each other, two vessels were wrecked off Shetland where, at that time, no lifeboat was stationed. A trawler, *Ben Doran*, was wrecked on the Vee Skerries, an area of about a square mile of reefs and blind rocks lying to the west of Shetland. *Ben Doran* had reached about the centre of the skerries before she was held fast and despite most courageous efforts by a number of people to rescue her crew, all were drowned. On that occasion Acting Coxswain William Linklater (coxswain from later that year until 1938) took Stromness lifeboat 134 miles through south to south-easterly gales and very rough seas to Scalloway in Shetland. A very brief stop was made at Scalloway to take on board food, fuel and a pilot before passage was resumed for Vee Skerries. Only the gallows of *Ben Doran* were visible when *J.J.K.S.W.* arrived and despite an extensive search no one could be found. Eventually the lifeboat returned to Scalloway and then, next morning, to Stromness. She had been away from station 55 hours and sailed altogether more than 260 miles in the worst of weather.

Nine days later ss *St Sunniva*, a mail steamer, went ashore in fog on Mousa, on the east side of Shetland. Once again Stromness lifeboat made the round trip; this time 240 miles, the outward passage being made in very thick weather. On arrival at Mousa, she learnt that, happily, everyone on board *St Sunniva* had got safely ashore.

Before these two incidents it had already been decided by the Institution to establish a station in Shetland and a lifeboat went on duty at Lerwick soon afterwards.

The last shore signalman to communicate with Stromness lifeboat as she set out for the Vee Skerries was John Rae, standing on Marwick Head. Together with Mr Thomson and

Mr J. G. Sinclair, who later was to follow Mr Thomson as honorary secretary, John Rae had been acting as a signalman since the end of the First World War, travelling round the coast to guide the lifeboats and to keep them informed as far as possible. It was the start of a lifetime of service for Mr Rae. He became a member of the branch committee in 1924 and served as chairman from 1944 to 1982. From that time until his death early this year, he continued to serve as president of the branch. John Rae was awarded the silver badge in 1957, the gold badge in 1968 and honorary life governorship of the Institution in 1982. During the 58 years of his active service on Stromness station branch committee, he had worked with 13 of the Institution's divisional inspectors of lifeboats.

Mr G. L. Thomson, who continued as honorary secretary until the year of his death, 1944, had also given exceptional service to the RNLI; he, too, was made an honorary life governor, in 1924, the RNLI's centenary year, and he was awarded the MBE in 1941.

By the early 1950s, *J.J.K.S.W.* was approaching the end of her station life at Stromness, but two services during her last years illustrate well the variety of weather conditions in which lifeboat help may be needed.

Both Stromness and Thurso lifeboats were launched very early on the morning of March 22, 1953, when the Grimsby trawler *Leicester City*, with a complement of 18, went aground on the island of Hoy in a heavy swell and thick fog. The report speaks of Coxswain William Sinclair 'groping his way' out of Hoy Sound—no radar then. For a few minutes the fog lifted so that a light from the casualty could be seen, but it closed down again immediately and the lifeboat's engines had to be stopped so that the crew could listen:

'A few minutes later the coxswain heard faint shouting, and at 0330 the lifeboat picked up four men from a raft. The mechanic, John MacLeod, and the assistant motor mechanic, Edward Wilson, both stood on the bottom of the scrambling net in the sea to rescue the men, but it needed the help of the whole crew to get the exhausted survivors into the boat.'

Searching through the day in treacherous tidal waters and, for most of the time, in dense fog, 14 men were picked up alive, although three of them died later. For this service the thanks of the Institution inscribed on vellum were accorded to Coxswain William Sinclair of Stromness and Coxswain Angus Macintosh of Thurso.

In January 1955 the hazard was on land, with roads blocked by heavy snow. Over a period of four days, *J.J.K.S.W.* was called upon to take food and mail to an area cut off by snow, take a sick woman on her way to hospital and take a doctor and nurse to a very old lady too ill to be moved.

Archibald and Alexander M. Paterson

Stromness's present lifeboat, a 52ft Barnett, went on station a few months later, in May 1955; like her predecessor *Archibald and Alexander M. Paterson* is modified so that she can be a housed slipway boat.

Stromness has a regular and a reserve crew. Last year, William G. Sinclair, the son of the former Coxswain William Sinclair, took over as coxswain from Alfred Sinclair, while Eoin Sinclair took over as second coxswain from Bob Scott.

Both the former boat's officers were retiring after 20 years service.

The present Coxswain William Sinclair first joined the crew in 1952 (thus serving for a year with his father) and he had been assistant mechanic for 20 years. His sister, Mrs Elizabeth Johnston, is vice-president, and former honorary secretary, of Stromness ladies' guild; her husband was related to Coxswain Dan Kirkpatrick and other members of the Longhope lifeboat lost in the disaster of 1969. Stromness lifeboat was one of the lifeboats which had been out on that tragic day, searching for their missing colleagues.

It can be seen that in Stromness, as in the rest of Orkney, the lifeboat community is very close knit, both between the different generations and between the different spheres of activity: operational, administrative and fund raising. Former Provost William Knight, the present chairman of the branch, had been a committee member since 1961, a deputy launching authority since 1972 and he had served as assistant honorary secretary from 1977 to 1982. Both his grandfather and his father were crew members and his son Jim is in the present reserve crew. The present assistant honorary secretary, William Craigie, is the grandson of former Coxswain William Linklater. Those are just two more examples.

Long service, as has already been seen, is another of the station's traditions. One former crew member, John W. Folster, served for no less than 51 years. The present honorary secretary, Captain John Allan, has served since 1962; he was awarded a barometer in 1973 and a gold badge in 1983. William Halcrow has been honorary treasurer since 1958, and he was awarded the silver badge in 1975.

Mrs Johnston's fellow officers on the ladies' guild committee are Mrs F. Kershaw, who is president, Mrs S. M. Walker, honorary secretary, and Mrs J. Tulloch, the honorary treasurer. With a membership of about 20, they put enormous energy into raising funds for the station. Every year a house-to-house collection is made at the end of August, and,

before Christmas, a sale is held when most welcome home bakes are sold as well as RNLi cards and souvenirs. In addition to that, every single afternoon each July home-made teas are served and souvenirs sold at the Mission to Seamen down by the harbour: a very hospitable gesture to holidaymakers. Social occasions are part of the programme, too. There is an annual lifeboat dinner dance and two very successful musical evenings have been held on board *St Ola*, the Stromness/Scrabster ferry.

But back to sea. The two services which stand out in the memory of William Sinclair, the present coxswain, both took place in the 1960s. On the evening of January 25, 1965, a MAYDAY call was received from the Hull trawler *Kingston Turquoise*, in distress 14 miles north north west of Hoy Head. a Shackleton aircraft, by the light of flares, sighted two rafts with survivors on board and she dropped marker flares for the guidance of the lifeboat. By the time the Barnett reached the rafts a strong north-easterly breeze had whipped up a choppy sea. Nineteen men were picked up, but one was reported missing. As the survivors were very wet and cold, the lifeboat took them back to Stromness while a fishing cruiser searched for the missing man.

On May 28, 1966, the Norwegian motor vessel *Kings Star* of Allesund went ashore on the North Shoal, a dangerous rock eight miles off Orkney. When the lifeboat reached *Kings Star* she found that the motor vessel was badly holed but that most of her crew were in their ship's boats and in no danger. At Coxswain Alfred Sinclair's request, pumps from the fire service were brought out by local fishing boats. When, with the rising tide, *Kings Star* slid off the rocks, the lifeboat, having picked up the seamen and taken the ship's boats in tow, escorted the damaged motor vessel to Stromness.

In 117 years, Stromness lifeboats have launched 269 times, rescuing 312 people from the sea. A proud record for a station where long years of service, broad vision and distant calls are part of the way of life.

Fail Safe

from page 15

Checking stability

Stability is the property of a vessel which returns her to the upright after heeling. As already indicated, most vessels are only stable up to a certain angle, beyond which they become unstable and turn over. Modern lifeboats are exceptional in that they can self right from any angle. How does the drawing office know this in advance?

Without going into too much detail, it will easily be appreciated that to predict a ship's stability an essential starting point is to know the position of her centre of gravity (CG). The higher the CG, the less is the stability. The designer can calculate with fair confidence the CG position of a new vessel, provided that she is built exactly to the approved drawings and there are no unauthorised additions. When the boat has been in service for a few years, however, the CG tends to rise; even coats of paint accumulating on the upperworks can cause it to creep upwards. It is wise to check from time to time that the precious stability is not being 'eroded'.

The check is made by a simple operation known as an 'inclining experiment', in which a known weight of ballast is transferred from one side of the deck to the other, the steady angle of heel which results being measured. From the known weight and the spread

of ballast and the heel angle, a quantity known as the metacentric height (M) can be calculated; from this and from the boat's lines plan the position of the centre of gravity (CG) can be calculated. Once having located the CG, the stability at any angle of heel can be worked out. The designer of a lifeboat can satisfy himself that the stability is positive all the way up to 180 degrees; if it is not, the shape of the hull must be altered until it is.

Although the inclining test is simple in principle, measuring the heel angle can prove tricky in practice on a boat as small as a lifeboat, with disturbances from wind, waves and the movement of other nearby boats. The traditional apparatus is a long string carrying a weight which hangs in a bucket of water to damp out the swinging motion. The angle is shown by the string's movement across a foot rule fixed to the boat. This works well in a big ship but the human operator is hard put to it to judge the average reading of a lively boat.

When it comes to measuring quantities like angles, particularly when those quantities are changing all the time, a machine can always do better than a man. With this in mind a micro-processor controlled automatic inclinometer has been developed for the Institution. This instrument measures heel angle very accurately, records its value digitally several thousand times each minute and then uses its inbuilt computer to calculate the mathematical mean

value of the heel angle. This inclinometer will thus enable stability checks, to be made throughout the life of a lifeboat more easily and with greater accuracy than in the past.

The measurements given by the inclinometer, used in conjunction with an Apple computer the Institution has recently purchased for the design office, means that stability calculations, among others, can be made much more quickly than before. Thus more alternatives can be explored in the early stages of a new design and the stability features of an unbuilt boat can be set out in more detail than was previously possible. The new computer has already proved its worth in analysing the stability of various alternative designs being considered for a new fast carriage lifeboat.

As a final check on all calculations and predictions, each new lifeboat, 10 metres and over, is, as for many years, subjected to an artificial capsizing in harbour as part of her builder's trials. The boat is hauled over by a crane which pulls upwards on a strop wrapped round the hull. The righting is carefully watched and timed. Not only does this righting trial establish confidence in the stability calculations, but it also checks the operation of self-closing valves and gravity switches, the watertightness of doors and so on. And it is psychologically very reassuring to see the actual boat go over and come up again, even if in harbour in a flat calm!

(to be continued)

United States Coast Guard

A GLIMPSE
by Trevor Ramsden

Station Administrative Officer, Padstow

THE SIGHT AND SMELL of bacon and hash browns at 90 degrees in the shade was a bit overpowering as a greeting to Grand Haven Coast Guard Station. A sympathetically smiling cook soon corrected my mistaken entrance and directed me to the operations room from where I was immediately taken aboard a 16ft rescue boat and we were off to 'sea'. 'We can sure talk better out here where the action is,' from the coxswain. I think that is what he said as we were now doing 40 knots plus into a westerly force 4 to 5 with a moderate sea which smelt and tasted flat, being fresh water. I hadn't felt cooler for days!

Over 300 miles long and some 60 miles wide, Lake Michigan is the only Great Lake entirely within US territory, the others being shared with Canada. It is covered for search and rescue by some 20 stations from which are operated small fast craft, familiar Waveney type boats of varying sizes from 30ft to 44ft, up to large cutters such as the *Macinaw* ice-breaker of 5,000 tons, 290ft long with six engines developing 12,000hp; an impressive vessel essential in winter to assist in keeping the busy shipping lanes open round the 5,600 miles of Great Lakes shoreline.

Out of the haze appeared a Waveney type lifeboat, painted white with a coloured slash forward on each side, to which I transferred. Radio and good navigation had made this possible in now indifferent visibility and well out from land. We cruised along comfortably at 20 knots while I was shown the boat. Known in the service as a utility boat, utility applies only to her multi-

purpose rôle as condition, fittings and equipment were of superb quality.

Inland seas and weather can be just as treacherous as the open sea and having regard for the commercial and pleasure traffic on the lake it is not surprising that the Coast Guard Rescue Service is in daily use. The traffic on radar looked like the Solent on a busy day with a round-the-world yacht arriving into the bargain!

Grand Haven, a typical station, has a covered boyard with slips, repair and service facilities. Adjoining buildings are used for in-service training for the many skills needed by this comprehensive coastwatch organisation. The local auxiliary coast guards train and operate also from the station. Stateswide the auxiliaries number some 47,000, about the same as regular coast guards, and their duties include water safety education, public relations and the inspection and certification of craft to State and Federal standards. They serve part-time alongside regulars and, in remote areas, use their own boats for search and rescue. When shown the RNLI film *Storm Force 10* they were naturally fascinated by the shots of one of our Waveney lifeboats in heavy seas and thought it incredible that our Institution could be operated by voluntary members with no Government funding.

'Coast Guard City USA' is the title of Grand Haven and for a week in August, when the annual festival is held, it lives up to this name. We were privileged to meet, during the week, the Vice-Commandant USCG, Vice-Admiral Benedict L. Stabile, and the Group Com-

mander for the Great Lakes District, Rear Admiral Henry H. Bell who had visited Padstow lifeboat station when on a UK visit some years ago. The week ended with the parade complete with bands, floats, majorettes and the bewildering noisy razzamataz that is so American. In an open 1956 Ford Thunderbird labelled RNLI we processed through the happy carnival crowds. We watched the floats pass from the saluting base with a marvellous view of the parade. Up and down so many times to honour the Stars and Stripes carried by every band, then suddenly a lone Union Jack being paraded for us: a remarkable gesture by wonderful hosts.

Later travels found us in Norfolk, Virginia, where we visited the Coast Guard complex: a vast supply and maintenance depot, a boyard, harbour and group HQ for operational SAR stations on the Virginia and North Carolina coast. We toured the yard, saw many types of boat under construction and refit and had a closer look at a 44ft 'Waveney' which was being modified with an enclosed wheelhouse.

By AMTRAC to Washington, so far from the sea yet the closest we came in the USA to our own service as our host was Lt-Cdr Russ Smith, USN, who flew the helicopter from RNAS Culdrose in such gallant attempts at rescue from *Union Star* on the night of the Penlee disaster. He now flies a desk in the Washington Navy with an impatience to get operational again. He whirled us round the beautiful capital and with Susan and their children gave my wife and I memorable hospitality in his home. They send greetings to all their lifeboat friends.

America can best be described perhaps in superlatives of size, applicable equally well to their Coast Guard service. The sheer size of this essentially humanitarian military organisation is staggering. We were honoured by a glimpse of it.



Scottish Fisheries Museum, Anstruther: at a ceremony on February 17 five plaques commemorating the Scottish lifeboatmen from Fraserburgh, Arbroath, Broughty Ferry and Longhope who have lost their lives at sea since the end of World War II were unveiled by Staff Coxswain Tom Beattie. With him are (l) Michael Vlasto, divisional inspector of lifeboats (Scotland South), and Peter Murray, coxswain of Anstruther lifeboat. photograph by courtesy of D. C. Thomson

BBC LOCAL RADIO CYCLE RALLY

FOR A MONTH, starting last August 27 from Norwich, people from all parts of the country took part in a round England cycle rally organised by the BBC's local radio stations to raise funds for the RNLI. There were some 26 legs and members of the Cyclists Touring Club took part in each. By the time the circle had been completed back to Norwich, some £14,000 had been raised.

USED STAMPS

FOR MANY YEARS used stamps, both British and foreign, have been assiduously collected by lifeboat people. While a great many people provide the 'raw material', gathering used stamps from their own letters and from their friends and passing them on, the most active 'clearing house' for a very long time has been the work of Barrie Smale of Okehampton, the RNLI's honorary stamp organiser. By sorting vast quantities of stamps and selling them at the most favourable rates, Barrie Smale has already raised many thousands of pounds for the lifeboat service. He welcomes any stamps that can be sent to him at his address, 17 Station Road, Okehampton, Devon EX20 1DY, or through RNLI HQ, West Quay Road, Poole, Dorset BH15 1HZ. You can be sure that any stamps sent will be put to very good use.

Lifeboat People

Among the awards announced in the New Year Honours list were:

Knights Bachelor

Timothy Hugh Bevan, chairman, Barclays Bank PLC. Sir Timothy has been honorary treasurer of Balcombe and Staplefield branch since 1964 and was awarded the Institution's silver badge in 1982.



Humber: Bryce David Cape, son of Crew Member David Cape and his wife Yvonne, was christened on board Humber lifeboat. The brass bell upturned in its stand used to be used to call out the crew at Spurn Point.



Eastbourne: Claire Margaret Hendy, daughter of Dave and Margaret Hendy, was christened on board Eastbourne lifeboat. Her father is assistant winchman and her grandfather, Frank Tyhurst, is head launcher. photograph by courtesy of Andrew Huntley



Passing the baton on: George Davidson, DSM BEM (l) has recently retired after almost 34 years service as coxswain and coxswain/mechanic of Kirkcudbright lifeboat. With him and his wife Ola are Joseph Sassoon (r), who has taken over as coxswain, and Robert Ross, the youngest member of the crew.

photograph by courtesy of Michael J. Bannister

CBE

David Peter, The Right Honourable Baron Mottistone, DL. For Political and Public Service. Captain the Lord Mottistone, RN (rtd), is a vice-president of the Isle of Wight Lifeboat Board.

OBE

Mrs Grace Sneddon Agate, chairman, Anglo-American Community Relations Committee for East Suffolk. Mrs Agate was appointed president of the Institution's Aldeburgh guild in 1965 and has been president and chairman since 1966. She was awarded the silver badge in 1977.

John Retter Elliott, company transport adviser, Metal Box PLC. Mr Elliott has been honorary secretary and flag day organiser of the RNLI's Marlow branch since 1979.

Captain Oscar Williams James Henderson, DL, chairman, Ulster Sheltered Employment Ltd. Captain Henderson was chairman of the Institution's Belfast branch from 1945 to 1968.

* * *

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

March 1983

William Henderson, coxswain of Amble lifeboat from 1967 to 1972 after serving as second coxswain from 1962 to 1967 and as bowman from 1961 to 1962; he first joined the crew in 1939. William Henderson was awarded the bronze medal in 1970.

November 1983

Frederick Beardmore, fleet mechanic (North West) from 1961 to 1983.

Gerald Murphy, motor mechanic of Newcastle, Co Down, lifeboat from 1960 to 1982. Gerald Murphy was presented with a testimonial on parchment by the Royal Humane Society in 1966 for rescuing a boy from drowning and he was awarded the RNLI's long service badge in 1982.

Sidney George Page, last bowman of Shoreham Harbour lifeboat; he was bowman from 1947 to 1969 after first joining the crew in 1943.

December 1983

Dr Edwyn Brace Barton, aged 95 years. Dr Barton was elected president of Silloth station branch at its inaugural meeting in 1967 and held that office until 1974, when he became vice-president. Throughout the rest of his life, Dr Barton continued to take great interest in the welfare of the station and the crew.

Jeremiah O'Connell, coxswain of Valentia lifeboat from 1946 to 1958.

January 1984

The Reverend Miles Leith, who had given very active fund-raising service in Forres and District for a number of years, working as a most successful honorary box secretary himself and also helping to form several local financial branches. Mr Leith had been awarded a Scottish statuette, which will be received posthumously by Mrs Leith.

Humphrey Lestocq, Rye Harbour station honorary secretary from 1969 to 1984; he was awarded a statuette in 1979. A fighter pilot himself during the Second World War, Humphrey Lestocq will be particularly remembered for his portrayal of 'Flying Officer Kite' among his other contributions to radio and television.

Captain Colin C. Lowry, RN, chairman of Appledore station branch from 1970 to 1983 after serving as honorary secretary from 1968 to 1970. Captain Lowry, who was a member of the Central Appeals Committee in 1974, the RNLI's 150th anniversary year, was himself a most active and successful fund raiser; he was awarded the silver badge in 1974 and the gold badge in 1983.

John S. Rae, chairman of Stromness station branch from 1944 to 1982, before which he had served as a shore signalman from 1920 and as a committee member from 1924. John Rae, who gave full support to both operational and fund-raising matters, was awarded the silver badge in 1957, the gold badge in 1968 and honorary life governorship in 1982.



Mrs Mary Ruscoe (c) and Mrs Ethel Hampson have between them given 102 years service to Little Hulton, one of the oldest of the ladies' guilds. At a recent dance (which raised £142) a presentation was made by Derek Hallworth, area organiser (North West), to Mrs Ruscoe, just passing 50 years with the guild, with flowers for Mrs Hampson, guild president, who reached her golden anniversary two years ago.

LONDON BOAT SHOW

JANUARY 5 to 15



EVERY YEAR at the London International Boat Show, the RNLI is given a flying start by the organisers of the exhibition, National Boat Shows Ltd, when they donate the space for the RNLI stand free of charge. This year's stand area would normally have cost an exhibitor £8,000 and it allowed the Institution in its 160th anniversary year to bring to Earls Court a 47ft Tyne class fast slipway lifeboat, the largest lifeboat seen there since a 52ft Barnett was exhibited in 1961 and certainly the most expensive at a cost of £430,000. A further generous gesture was made by Fairey Allday Marine, the boat's builder, who paid transportation costs.

The public showed great interest in the lifeboat with queues forming below the stairway leading up to her deck. There, members of Selsey lifeboat crew, whose station has the first Tyne lifeboat, took their turn patiently to explain the lifeboat's features and to answer questions. The attraction of the lifeboat paid dividends for the fund raisers. Confronting the public as they descended from the lifeboat was an irresistible array of souvenirs and gifts and, thanks to the very hard work of branches from London and surrounding areas, record takings of £11,680 were achieved through souvenir and lottery sales. A further £2,954 was collected in boxes on the RNLI and other stands with well over £1,000 coming from the efforts of Chelsea Pensioner Bert Spurdin, who sat and collected money on

every day of the show. Shoreline had another record recruitment drive with 1,179 new members.

There was never a dull moment and RNLI events seemed often to dominate press and public attention at Earls Court. The BBC launched their Humber lifeboat television series aboard the Tyne lifeboat, with Superintendent Coxswain Brian Bevan being photographed by an army of pressmen. Then, a few days later, Matt Lethbridge, coxswain of the Isles of Scilly lifeboat, arrived to be awarded a vellum for rescuing the survivors of the BA helicopter crash, only to be ambushed by Eamonn Andrews with that well-known greeting 'This is Your Life'!

Yarmouth, Isle of Wight, lifeboat crew paid a welcome visit to help launch a new film about their station, 'How Do You Say Thank You?' and, as usual, lifeboatmen from all over the country came to see friends and colleagues at the show.

The organisers of the exhibition were also kind enough to allow the RNLI to use the jetty on the central pool for presentations. The Ancient Order of Foresters handed over a cheque for £60,000 to Vice-Admiral Sir Peter Compston, a deputy chairman of the Institution. The money was presented to commemorate the Foresters' 150th anniversary year, which falls in 1984; it will go towards the cost of the 33ft Brede class lifeboat to be named *Foresters Future* which has been sent to

(Above) The 47ft Tyne class lifeboat arriving to go on display at Earls Court... and (below) Chelsea Pensioner, Bert Spurdin, who collected well over £1,000 for the RNLI during the show.



Alderney for the evaluation of a new Channel Islands station.

Raymond Baxter, a member of the Committee of Management, received a cheque for nearly £8,000 resulting from the National Soap Box Marathon held at Blakesley, Northamptonshire. The cheque was handed over by Tony Hackett, chairman of the Marathon committee, Peter Mimms of Frizzells and Tony Richardson of the Civil Service Motoring Association; they had all been involved in this highly successful fund-raising event.

Students from the City and Guilds College Union of Imperial College, London, presented a cheque for £4,000 to Lord Gough, a member of the Fund Raising Committee, after they had taken a special Burroughs Windcheetah pedal car non-stop in relay round the entire coast of England, Scotland and Wales in ten days.

Admiral Compston was also presented with a cheque for £20,000 on the RNLI stand by Richard Armitage, managing director of Bryant and May, after a competition had been run on the back of certain brands of their matches.

As always, the Midland Bank was kind enough to entertain many of the RNLI's guests on its stand, offering them a fine view of the events on the pool.—E.W.W.



Raymond Roddie, High Chief Ranger of the Ancient Order of Foresters, presents a cheque for £60,000 to Vice-Admiral Sir Peter Compston, a deputy chairman of the RNLI. On Mr Roddie's left is Raymond McHale, High Sub-Chief Ranger, and on Admiral Compston's right is Robert Pollard, Secretary of the Order.

Shoreline Section

LOOKING BACK on this year's London Boat Show, held at Earls Court from January 5 to 15, there is no doubt that, for Shoreline, it was one of the most successful shows we have ever had. We can look back with pride!

The Shoreline team, most of whom have loyally helped us man the RNLI stand for many years, recruited no less than 1,179 new members. This number is a new record and in real terms it is worth £21,000 to the RNLI in subscriptions and covenants. Such a magnificent result would not have been achieved without the unstinted hard work of our team of helpers. I thank every one of you. Your support and enthusiasm is an inspiration to us all.

It is not only new recruits who come to the RNLI stand at the Boat Show; many established members and Shoreline club supporters call on us in passing, perhaps to purchase insignia, and it is always a pleasure to welcome them and to have the opportunity of talking with them.

'Looking back' is perhaps the right theme for this letter because it will be my last as membership secretary. Due to re-organisation at head office, to make the best use of available staff, the

position will no longer exist, so that all your problems will in future be dealt with by Mrs Linda Powell, who has been Shoreline membership supervisor for a number of years. General administration of Shoreline will be the responsibility of Ian Wallington, until recently regional organiser for the South East, who has now come into the Poole HQ as assistant appeals secretary. I myself am moving on to the new post of fund raising projects manager.

Over the years that I have been membership secretary it has been my pleasure to meet a great many of you and I should like to take this opportunity of thanking you all for your support and for the many kindnesses shown to me. In particular I should like to thank all those members through whose enthusiasm the Shoreline clubs have sprung up around the country; I wish them every success in the future.

As you know, in the recent past we have all been working very hard to attain the magic membership figure of 100,000. I am delighted to be able to announce in my final letter that we have actually achieved this immediate target. Well done everyone for your tireless efforts in recruiting new members. The next magic figure at which we should aim, and which perhaps I can leave in your good hands, must be a quarter of a million!

Maybe, as this is my last Shoreline letter, I will be forgiven for recalling some of the events of the past eight years. Do you remember those days of particular endeavour when we were working, principally by the enrolment of new members, to raise enough money to fund the 37ft 6in Rother lifeboat *RNLB Shoreline*? And her nam-

ing by Shoreline member No 1, Sir Alec Rose, at Blyth lifeboat station in 1979? What a great occasion that was for all those Shoreline members who were able to be present, and for myself. A little over a year ago *Shoreline* was moved to Arbroath. Once again, Sir Alec and a number of other Shoreline members were present at her re-dedication. That, too, was a wonderful day.

Another occasion which stands out in my memory is that November evening in 1978 when 300 people attended the meeting in the Guild Hall, Portsmouth, at which Shoreline Club No 1 was inaugurated. From what was indeed a voyage into uncharted waters we now have progressed to a number of Shoreline clubs scattered throughout the country, including new clubs at Broadstairs and at Dover, with the promise of several more to come; it is expected that the inaugural meetings of two new clubs, No 13 at Rochford and No 14 at Sheffield, will be held early in 1984. Clubs Nos 1 and 2, Portsmouth and Southampton, have, I am sorry to say, been disbanded, at least temporarily. Club No 5, at Leeds, on the other hand, has been changed into a fund-raising branch, to be known as Leeds Shoreline branch.

The honorary secretary of Shoreline Club No 12, Broadstairs, is Mr V. Wraight of 2 Wings Close, Broadstairs, Kent (telephone: *Thanet 62067*). Mr Wraight will be delighted to hear from any Shoreline members in the area who would like to join in the club's activities.

The honorary secretary of Shoreline Club No 15, Dover, is Mrs D. Knowler, 41 Mayfield Avenue, Dover (telephone: *Dover 213527*). The Dover club is already 24 strong and Mrs Knowler will be very pleased to hear from any other Shoreline members interested in joining.

We wish both these new clubs many happy days.

Those are just a few of the highlights; there have been many more happy occasions, too numerous to mention. Thank you for your support. I am proud to have been associated both with you and with the staff in the Shoreline office. To you, to them and to Ian Wallington, I send my best wishes for the future.—PETER HOLNESS, *now fund raising project manager, RNLI, West Quay Road, Poole, Dorset BH15 1HZ.*



100,000 membership reached

Ewart Myer and Jim Meade, two of Shoreline's voluntary enrolling team, hard at work on the RNLI's London Boat Show stand: together with the other members of the team, they signed on a grand total of 1,179 new members.

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 _____

More than 110,300 people would have been lost without the lifeboat service.

On the last Shoreline page it was said that Shoreline Club No 4, Milton Keynes, entered a model lifeboat in the National Soap Box Derby masterminded by Blakesley Village. The Blakesley lifeboat, which won the novelty class in 1982, was in fact built and raced by Dave Smith. Although not a member of the RNLI, after the Soap Box Derby Dave Smith very kindly offered his soap box lifeboat to Shoreline Club No 4 as a visual aid for fund-raising events.

Books . . .

● **All At Sea**, a catch of true and tall stories trawled by writer and broadcaster Libby Purves, has been published by Fontana to mark the 160th anniversary of the RNLI, a milestone reached on March 4 this year. Here can be found all the delight of a good after dinner anecdote, with that refreshing chuckle at the end which will do you a power of good. Turn one page, and then the next, and I doubt whether you will be able to resist the temptation to read just one more. . . .

The section entitled 'Run for Your Lifeboat' is, of course, fascinating. Did you know, for instance, that Aldeburgh lifeboat was once nearly airborne on the wing of a Lancaster bomber? Or that double gold medallist Dick Evans (who else?) on his first service as coxswain of Moelfre lifeboat rescued a cow which two weeks later gave birth to a calf which a year later was awarded a champion's prize at the London Smithfield Show?

It is not perhaps surprising that lifeboatmen and members of the Royal and Merchant services should have a ditty bag full of good sea stories to tell, but to their salty tales are added those of bishops, members of Parliament of various persuasions, writers, actors and broadcasters with, for good measure, contributions from at least one famous musician, one famous vet and one famous mountaineer. And so it goes on. They must be right when they say we are a seafaring people!

There is a great temptation to quote from such a collection. Perhaps just one brief sample? What about this little gem from Dr Ronald Hope, director of The Marine Society?

'Winston Churchill was an Elder Brother of Trinity House. Shortly after the First World War he appeared at Versailles wearing the cap and jacket which are peculiar to the Elder Brethren when dressed for official occasions. Clemenceau asked what uniform he was wearing and Churchill is said to have replied, in somewhat inadequate French, "Je suis un frère aîné de la Trinité."

"Mon Dieu!" exclaimed Clemenceau. "Quelle influence!"

Libby Purves gave her editorial services free, gleefully acknowledging that she welcomed the chance to help the lifeboats without having to rattle a collecting box in the rain (a thing she and her husband Paul Heiney have both often done). All the stories were donated and Mike Peyton and *Punch* cartoonists did their share by providing illustrations free of charge. Thus all royalties will be given to the RNLI.

All At Sea is available at bookshops price £1.95, or by mail order from RNLI Trading, West Quay Road, Poole, Dorset, BH15 1HZ, price £1.95 plus 50p packing and postage.—J.D.

Libby Purves, introduces **All at Sea**, during the launching of the book by Fontana and the RNLI at The Marine Society on March 5. With her are (r) the Duke of Atholl, chairman of the Institution, and (l) Ray Kipling, public relations officer, with Mrs Belinda Braithwaite, the member of Leamington Spa branch who first suggested the idea of the book to the RNLI.

photograph by courtesy of Stephen Devane



● **A Day with a Lifeboatman** (Wayland Publishing, £3.95) is the most recent in Wayland's successful *A Day in the Life* series, aimed at 5-13 year olds and particularly non-readers, young or reluctant readers, as well as children of average abilities. The 54 black and white photographs in strip-cartoon style with a simple caption in large type, as well as a main text, tell the story of a single working day in the life of Brian Brown, fisherman and crew member of Angle lifeboat. The story is interesting and informative, carrying complete details of a lifeboat rescue. The book is written by Martin Cavaney, a freelance writer and professional photographer.—G.P.

● In **The Story of the Staithes and Runswick Lifeboats**, the latest of Jeff Morris's books, his meticulous research into the histories of the stations and in obtaining such a large and varied collection of photographs is again evident. Runswick station operated from 1866 to 1978 and Staithes from 1875 to 1922 and again from 1928 to 1938 before the two stations were amalgamated and an Atlantic 21 rigid inflatable lifeboat was allocated in 1978. In the foreword to the book, Mr J. C. James, the station honorary secretary, writes:

'The present situation represents a new dimension and illustrates how the RNLI keeps up to date and uses modern technology to full advantage in the cause of saving life at sea.'

Certainly Jeff Morris's growing collection of books will provide history students with faithful records of the changes and trends in the lifeboat service, generally. **The Story of the Staithes and Runswick Lifeboats** is available from Mrs Peggy Theaker, Cardyff, Fairfield Road, Staithes, Near Saltburn, Cleveland TS13 5BA, price 75p plus 25p packing and postage.

Having now accepted the appointment of honorary archivist of the Lifeboat Enthusiasts' Society, it is to be hoped that Jeff Morris will still find time to continue with his valuable series of books.—H.D.

● **The Calculator Afloat** by Captain Henry Shufeldt and Kenneth Newcomer (Adlard Coles, Granada, £8.95) is not for lifeboatmen, nor for weekend sailors, who will seldom require to use

linear regression methods for statistical analysis or a set of observations, or compute the meridional parts for a thousand-mile loxodrome—but it is interesting. The use of the calculator for sight-reduction has certainly come to stay and several methods are presented in this book, but I wonder sometimes if it is necessarily a good idea to do so many chart-table problems with the calculator, slick and quick though it may be, rather than by geometry on the chart where one has the inestimable benefit of a visual presentation of the problem in which a fatal error is unmistakable.

There is an equally interesting appendix at the end of the book by A. T. Thornton, giving uses of the calculator in sailing races. These include an algebraic expression three inches long for computing apparent wind speed without which the writer suggests that it would be impossible to choose the right sail.—K.M.

● Did I know a boy whose ambition it was to become a naval officer I should give him **Fraser of North Cape** by Richard Humble (Routledge and Kegan Paul, £14.95) and **The Death of the Scharnhorst** by John Winton (Anthony Bird, £9.95) not so much for the light they throw on naval history of the time as for their portrayal of Admiral of the Fleet Lord Fraser, a man who possessed the quality of leadership to an unusually high degree.

While **Fraser of North Cape** is a full biography of Bruce Fraser, **The Death of the Scharnhorst** concentrates on the Battle of North Cape on December 26, 1943, planned by Admiral Fraser and executed under his command. In both books Lord Fraser emerges as a quiet man of immense moral stature, professional wisdom and ability who was also a man of understanding, consideration and simple kindness. He was a seaman's seaman, loved and respected by those over whom he had command. There is much of great value to learn from his philosophy of life.—J.D.

* * *

Dr and Mrs R. Yorke have donated the proceeds from their book **Britain's First Lifeboat Station—Formby**, to the RNLI widows and dependants fund. It amounts to a splendid £1,100.

Some Ways of Raising Money

Birmingham branch had a busy time last October. In one week an exhibition at the New Street Shopping Centre raised a magnificent £2,700. The branch's annual dinner and dance, held during the same week at the Botanical Gardens, and attended by the Lord Mayor, Councillor Bill Sowton, and RNLI deputy director, Lt Cdr Brian Miles, made a profit of £496.03 with the help of Bill Bulpitt's tombola and Mrs Christine Pickstone's raffle. The week before Mr and Mrs Pickstone had run a coffee morning at their home which realised a further £153.51.

Overland 1983: The 1st Lyn (Exmoor) Scouts, with a third size replica of the pulling lifeboat, Louisa, built by themselves, re-enact the epic journey of the Lynmouth lifeboatmen in January 1899 when they took Louisa up Countisbury Hill, 1,500 feet above sea level, over Exmoor, and down into Porlock Weir before launching to go to the help of the full-rigged ship Forrest Hall. The 1983 epic raised about £400 for the lifeboats. photograph by courtesy of Martin R. Loader



Every year Ronald Tait (third from left) conducts seashore nature trails, taking holidaymakers on walks along the beach at Appledore and telling them about some of the numerous creatures that live in the pools, on the rocks and in the sand and mud. The walks are very popular with people of all ages and after each one a collection is taken for the RNLI; last year £120 was raised for the lifeboats in this way. photograph by courtesy of Crew Member Richard Miller

Twickenham and District branch's twenty-fourth annual ball, held in January, was attended by the Mayor and Mayoress of Richmond, Councillor and Mrs Harry Hall, and members of Littlehampton lifeboat crew, while later in the evening Lionel Jeffries, the branch president, and his wife arrived after completing a matinée and evening performance of *Call Me Madam* at the Prince of Wales Theatre. With 600 prizes donated by local traders and businesses for the tremendous tombola and raffle, and an auction of RNLI collectors' items, the final figure for the evening was more than £5,000.

Raffle ticket sales netted £161 at a pre-Christmas party organised by Mr and Mrs Manasseh Cannie of **Moundsmere Nursing Home**, Parkstone, for staff and friends. The proceeds were split between Wareham and District branch and a children's charity.

On Christmas morning the **Board Sailing Association** in the Republic of Ireland, together with *The Evening Herald*, organised a sponsored event in Dun Laoghaire Harbour which it was hoped would raise £3,000; the figure, however, is already approaching £5,000! That amount includes a ten per cent bonus donated by *The Evening Herald*. The well-known restaurateur Sean Kinsella served hot punch to everyone taking part, in true Christmas spirit. And another Irish Christmas gesture: **Galway Bay branch** put up posters in all the six or seven pubs on Inishmore, one of the Aran islands, asking everyone to donate the price of a pint to the lifeboats: £450 was raised.

The sailing club at **RAF Lossiemouth** last July held a sponsored sail across the Moray and Cromarty Firths and back, a total of 62 nautical miles. The voyage, which involved three 15ft Albacore dinghies sailing to Alness one day and home again to Lossiemouth the next, was an arduous one with fog banks and choppy seas, but HM Coastguard were fully informed and there was the promise of a watchful eye from an RAF Sea King helicopter. It took 8½ hours to get to Alness and 9½ hours to get back, but it was worth it for the experience and for the £275 presented to Lossiemouth ladies' guild.

Distance from home often only seems to encourage some people's support of the RNLI. **The British Community Association at Port Harcourt, Nigeria**, was inspired to hold a party by two of its members Mr and Mrs A. Smith. They had ordered, through Chorleywood and Rickmansworth branch, a supply of RNLI souvenirs, all of which were sold, and with the help of raffle and tombola a phenomenal £3,315.50 was raised.

Whether it is getting thinner or fatter Mrs Grace Gazely has a way of raising money for the RNLI. She and her daughter both attempted a sponsored slim and her daughter, by losing some 22 pounds made £104, half of which



More than 20 chartered surveyors and their office colleagues from **Blackpool** chose to raise money for the RNLi and their own benevolent fund by raising themselves a foot above the ground on stilts and completing a half-mile course down the promenade. The stiff sea breeze made staying upright nearly impossible but David Wilde on his special pair of racing stilts finished the sponsored totter first in a time of 9½ minutes. Barry Butler and Paul Gilkes, who organised the event, brought up the rear of the field but were nevertheless delighted with the result: £300.
 photograph by courtesy of Blackpool Gazette and Herald



Could these two be having a language problem? Scooby, the Great Dane, meets Italian Greyhound Mattie, whose owner doesn't seem to approve of what is being said. These were just two of the 70 entrants in the dog show organised by **Marston Green and District branch** which raised £132 for the RNLi. The judge, Mrs Haytor-Harris, who gave her services free and, apart from pedigree classes, there were ten fun classes including the waggiest tail and the dog most like its owner.



There was a definite air of inter-rescue services co-operation when Tenby lifeboat crew won the **RAF Brawdy 202 Squadron challenge trophy** in a darts competition between Pembrokeshire rescue organisations. The £128.31 raised in the raffle was nominated by the winning team to benefit the charity of its choice: the RNLi, of course. (l to r) Master Air Electronics Operators Terry Heap and Pete Williams, Fl-Lt Owen Wright, Fl-Lt Norman Rough, Officer Commanding B Flight, 202 Squadron, Second Coxswain Johnny John of Tenby lifeboat, David Hodges, Bob James, Mike Wilson and Colin McDowell, vice-chairman of Tenby branch committee.
 photograph by courtesy of RAF Brawdy



Five pence a bucket of water, 10p a bag of soggy pig food. That was the going rate for tormenting poor Edward Childs, a crew member of **Port Isaac** lifeboat in the stocks during the station's annual Lifeboat Larks. Bob Young (far left), another crew member, also took his turn for punishment. Besides sales stalls there was a tug-of-water contest between Port Isaac crew and the visiting Plymouth lifeboat crew which the home team won 2-1. The afternoon raised more than £120.
 photograph by courtesy of Dawson Steeplejacks



Richard Gardner brandishes a cheque for £300 raised from his colleagues aboard the **Sealink ferries** Horsa, of which he is second officer, and St Christopher and members of the Dreamland Squash Club after taking part in a mini marathon organised by Thanet District Council. Mr Gardner was a guest on board Ramsgate's 44ft Waveney lifeboat Ralph and Joy Swann and with him are (l to r) Mr J. G. Lyne, Ramsgate station honorary treasurer, Crew Members Alan Bray and Bill Blay, Second Coxswain/Assistant Mechanic Derek Pegden and Eric Burton, the station administrative officer.
 photograph by courtesy of Adscene



Five intrepid members of the **Lansdowne Indoor Climbing Club**, (l to r) Paul Ward, Mike Boyce, Ian Burgess, Steve Towill and Colin Ward, ready to set out from their base camp at the Lansdowne public house, **Dawlish**. These men crawled—literally on hands and knees—from pub to pub in Dawlish. Treacherous obstacles like double yellow lines were overcome by rope ladder. The equipment was lent by the Royal Marines at Lympstone, the crawl lasted from Saturday morning until Sunday mid-day and £468 was collected on the way round; half was given to a home for autistic children and half to the RNLi.
 photograph by courtesy of Colin Wallace

went to the RNLI; Grace herself had much less to lose in the first place but slimmed off £5 worth. Then, every Christmas since 1975 Mrs Gazely has made a fattening cake, decorated with RNLI insignia, which is raffled by Mr and Mrs Bill Attrill and their two sons Richard and Steve, all of the Three Horseshoes, **Burton Bradstock**. This year the cake made a splendid £50, bringing the grand total up to £207.55.

The second annual **Wicklow branch** ball was held at the Cullenmore Hotel, Ashford, and the very successful and enjoyable evening raised £1,650.

Coventry ladies' guild was 20 years old last year and appropriately the anniversary luncheon was held in the town's medieval Guildhall. Colonel J. H. Benn, who brought the guild into being back in 1963, proposed a toast and Coxswain Derek Scott of The Mumbles was the ladies' spell-binding guest speaker. It was a memorable occasion and they had plenty to celebrate. The annual bazaar the previous Saturday had made a record £530 and in the financial year 1982-3 a best ever £3,717 was sent to headquarters.

In January and February last year, **Cavalier Restaurants** ran a voucher scheme whereby customers spending over a specified amount on a meal received a reduction on their bill or a voucher for Victoria Wine, while 50p was donated to the RNLI. A splendid £5,359, presented to Flamborough branch, was the ultimate result.

Sutton Coldfield ladies' guild was delighted to receive £400 from the boys of Bishop Vesey's Grammar School, the result of various projects for the RNLI during the autumn term. Last year this guild sent £5,854 to HQ.

ICS Computing (Ireland) Ltd, a member of the NatWest Bank Group, organised its third marathon charity relay run last October. A total distance of 405 miles was covered from Fair Head in County Antrim to Mizen Head in County Cork. The RNLI's share of the proceeds, for the part of the course in the Republic of Ireland, was £1,850.

Mrs M. Steinwehe of **Epsom and District branch** organised a highly successful sherry morning and sale at her home last December, raising £2,110.

Although, tragically, he lost three of his eight-man crew in the disastrous 1979 Fastnet Race, Alan Bartlett, landlord of **The Torrington Arms**, North Finchley, is still a keen yachtsman and an even keener supporter of the RNLI. He has raised no less than £300 in the collecting boxes on his bar counters and **Finchley and Friern Barnet branch** have presented him with a special plaque. The branch raised more than £1,600 during its last flag week.



*If you are going to run a marathon, why not go to Greece and run the original course taken by Pheidippides from **Marathon to Athens** way back in 490 BC? This is what Bruce Munro did last October, seen here near the end of his ordeal in the outskirts of Athens. He raised well over £1,000, with money still coming in, for Salcombe lifeboat station in sponsorship—no mean achievement for one competitor—and, he said, he met some tremendous people on the way.*

*Down on the farm in Cheshire—but off on the milk round? The son of **Hyde branch's** honorary treasurer, Mrs Margaret Cheetham, sets off with the publicity D class inflatable lifeboat which, parked outside Hyde Town Hall where the branch was holding its annual Christmas fair, helped to encourage visitors to come in and spend so much that a handsome £943.20 was raised.*



Robin Weedon (wearing cap) bicycled an exhausting 200 miles from his home in Enfield to Hayling Island and back to raise £400 in sponsorship for Hayling branch. He is pictured here at Hayling with Shore Helper Bill Langford, Freddy Brookes, branch chairman, Roy Smith, honorary secretary, Graham Broadbent, licensee of the Lifeboat Inn, Tony Hampton, honorary treasurer and Crew Member Rod James.



Surrounded by fellow members, Tom Pearson, Commodore of Mid Warwickshire Yacht Club, hands a cheque to Colin Nibbs, chairman of Leamington Spa branch, on his left. Miss Julia Johnstone, branch honorary secretary, holds a specially inscribed sign showing that one team sailed 57.5 miles in the club's 24-hour sponsored race which raised £483.44 for the RNLI.



Eleven student pilots from **Wexford Aero Club** back home with their **Beagle Pup** aircraft after a gruelling day's sponsored relay flight round Ireland, with six crew changes. It was a complicated navigation exercise to test crew skills with compass, chart and stopwatch and incorporated landing at 23 airfields and covering 1,350 miles. The students passed the test with flying colours and, helped by Irish Shell providing free fuel and most military and civil airfields waiving landing charges, they were able to present £1,000 to Rosslare Harbour branch.



Ray Rushton has been raising money for D class inflatable lifeboats for some years in sponsorship of his veteran car in the London to Brighton Run. He was also responsible for an RNLI benefit night at Wimbledon Greyhound Stadium which, together with the 1983 car run, raised more than £2,000. Here Mr Rushton (far right) presents the sponsor's prize after a race while his wife (centre) hands over the winning owner's trophy.



Eight years worth of beard was shaved off **Gordon Peters** and **Ray Chapman** in front of a large crowd at the Country House Hotel in Ellacombe, Torquay, by local hairdresser Steve Siampourou. The reason was that £231 had been offered for the RNLI if these two men were prepared to lose their whiskers. Money may not grow on trees but it obviously can on chins.

photographs by courtesy of Steven Moore



The Viking conquerors who, invading the Kentish coast last July with their twin-hulled **Nor-dick**, defeated 42 other rafts in **Herne Bay branch's** 1983 raft race by being voted best raft and crew and by collecting the most in sponsorship, £603; they narrowly beat **Herne Bay Police** crew who raised £600. The Vikings are all, in fact, prison officers from the Isle of Sheppey who, together with their fellow competitors, helped to bring in a remarkable £4,064.

photograph by courtesy of Sheerness Times-Guardian

The **Texaco Fir Tree Filling Station** at Rake, Liss, has started giving away Premier gold stamps to customers on sales. Many people are not bothered to collect them and a box has been put out for unwanted stamps for the benefit of the RNLI; during the first weekend nearly five books were filled, redeemable at £1 a book.

The first ever half-marathon to be organised by **Henley-on-Thames**, run on Sunday October 9, 1983, was a huge success with some 950 runners taking part. The winner was 29-year-old John Liversedge who completed the 13.1 mile course in one hour 10 minutes and 39 seconds. The youngest to complete the course was 10-year-old Sally Hall of Camberley and the oldest competitor of all was 72-year-old Tony Pryor of Egham. Perhaps the most satisfied winner was the RNLI which collected more than £5,000 in sponsorship.

David Wilkie, the Olympic gold medalist, has raised £2,703 at Wallingford with one of his 'swimalongs' for junior schools. Another ardent lifeboat supporter, Terry Nicholson, landlord of the **Chequers**, runs fancy dress evenings with such titles as 'St Trinians Reunion'; they have brought in £82 for the RNLI in raffles.

Southend branch held its annual dinner for the crews of the town's two lifeboats at the Kursaal. The branch's president, the Mayor of Southend, Councillor David Garston, was there to welcome Rear Admiral W. J. Graham, RNLI director, and also members of HM Coastguard, helicopter crews from RAF Manston and lifeboatmen from Sheerness. A tombola helped the evening towards £1,356 for the RNLI.

Peter Lacey, area organiser (North East), was handed a cheque for £800 by the ladies of **Scalby and District guild** at their annual Christmas luncheon. Since it began in 1981 the guild has gone from strength to strength and 1983 produced a record total of £1,916.

For the past 25 years **Dick Goodeve** has organised an annual dance at **Alresford** and in that time has raised more than £8,000 for the RNLI. In appreciation of his loyal support two surprise presentations were made to him: from Mrs Dorothy Coombs of Medstead and District Old Time Dance Club, an engraved fruit bowl, and from Wendy Nelson, RO (Southern), an engraved drawing of a Waveney lifeboat.

A cheese and wine evening held at The Beaconsfield Arms, Gateshead, by the **Royal Naval Association** raised £211.37 for the RNLI. A pile of pennies made up £32.45 of this amount and local traders contributed 29 prizes for a raffle. A lot of hard work brought about a very enjoyable evening.

In 1955, the Chestnut Tree Café was first made available by its owner Mrs Marianne Clarke-Davies for the **Lake District branch** to hold a coffee morning. She provided coffee and the free services of her staff, and continued to do so regularly from that time until, in 1982, she was forced to retire due to illness. The result of her generous support over the years has been a total of £3,568.78 for the RNLI.

The ladies' guild at **Broadstairs** has recently had great success selling RNLI souvenirs. At the town's Water Gala they took over £600 and at a Rotary function their stall grossed £220. The lifeboat pillar box on the jetty has been earning its keep as well with £155 collected in the course of 1983.

Sodbury and District branch got together with Heron Homes to organise a 15-mile sponsored run. Heron Homes not only provided prizes but its employees' team collected over £1,000 in sponsorship. Altogether 130 people took part and a sheaf of sponsor forms filled by one of the runners, Pam Carley, yielded a remarkable £372. The branch received help from friends, local businesses and civil authorities and the final result was £2,600 for RNLI funds.



Every Christmas artist **John Lee**, a great supporter of **Weymouth** lifeboat, auctions one of his paintings to raise funds for the **RNLI**; in the past few years £680 has been raised in this way. Last Christmas an oil painting of **Weymouth's 54ft Arun** **Tony Vandervell** fell under the hammer to mine hosts of the **Red Lion** for £150. It was unveiled by Coxswain **Vic Pitman** (far right). With him are (l to r) **Mrs Sally Glover**, landlady of the **Red Lion**, **Lt-Cdr Barney Morris**, **Weymouth** station honorary secretary, and **Mrs April Lee**, the artist's wife.

photograph by courtesy of Focus Press



Members of **Carmarthen Boat Club** present a £400 cheque to **Mrs Gwynne Rees**, vice-chairman of **Carmarthen and Ferryside ladies' guild**, following a sponsored parachute jump by 13 club members. **George Jones**, who broke a leg in the jump, is holding the cheque with jumpers **Ray Smith**, **Michael Jones**, **Henry Jones**, **William Jones**, **Michael Heath** and **Clive McCall** looking on. Other ladies of the guild in the picture are: **Mrs Gill Rees**, **Mrs Elizabeth Maliphant** and **Mrs Stella Walters**. Jumpers not at the presentation were **Alan Griffiths**, **Steven Rees**, **Steven Thomas**, **Steven Davies**, **Roland Morgan** and **Gulio Baresi**.

photograph by courtesy of Ralph Carpenter

Coxswain **Donald McKay** of **Wick** lifeboat received a giant cheque for £1,500 from **Margaret Urquhart**, **Helmsdale** branch's beauty queen. The cheque represents the branch's fund raising result for the year, collected in and around **Helmsdale**.

Mrs Jo Bolton, with other members of **Ventnor** branch, organised a fashion show which raised an impressive £505. As well as the show, there were stands displaying fashion jewellery, shoes, Christmas decorations and cosmetics. The event was staged, free of charge, by **Ladies Realm and Salon 442** of **Ventnor**, and **Fiona Brothers**, the speedboat champion and fastest woman on water, opened the show.

A draw for a US gallon of **Martell** brandy was organised throughout the summer by the ladies of the **Isles of Scilly** guild. The proceeds came to an impressive £472.

In the winter journal it was reported that two members of the crew of **Duet**, which was sponsored for the **RNLI** in the **1983 Three Peaks Yacht Race**, presented £1,255 to **The Mumbles** lifeboat station. Now news has come that the remaining three members of **Duet's** crew, **John Ayrton**, **Charles Higgins** and **Tom Chitty**, presented their sponsorship money, £2,100, to **Hoyleake** lifeboat station.

Not content with one good-as-new shop each year, **Wishaw ladies' guild** now organises two, each of which brings in over £1,000. Their overall total last year was £5,113.

The annual bridge afternoon organised by **Bournemouth ladies' guild** brought in no less than £428. In addition a very generous donation of £1,000 was made by **Miss Cooper-Dean**. The guild's president, the **Marchioness of Salisbury**, presented the prizes.



Any more flares? One of the 42 entrants in the annual **Outrageous Raft Race** organised by **Harrison and Sons** sports and social club, the **High Wycombe** branch of the **British Sub-Aqua Club** and **Marlow Canoe Club**. The course was a half-mile stretch of the **Thames** at **Marlow** and, as can be imagined, the scene was chaotic from start to finish. This 779 bus was particularly difficult to steer as it preferred to go round in circles. The **RNLI** benefitted from the jollifications to the tune of £1,065.

photograph by courtesy of The Maidenhead Advertiser



A cheque for £350 for **Walton and Hershaw** branch is presented by **Richard Holley** (centre left) to **Sydney Gillingham**, deputy regional organiser (South East). Around them are the members of the **1st Walton Viking Sea Scouts** who had raised the money with a sponsored canoe paddle round the **Isle of Wight**: (l to r) **Andrew Holley**, **Kevin Harris**, **Colin Grimshaw**, **Richard Barber**, **Alan Legg**, **Peter Brownell**, **Martin Stubbenhagen**, **Michael Ford** and **David Cook**.

photograph by courtesy of John Eagle

Jack Cadamy, chairman of **Wells** station branch, **Norfolk**, was delighted to be handed a cheque for £2,000 by **Dorothy MacDonald**, chairman of **Wells ladies' guild**, following a very successful year of fund-raising.

There can be no better place to have a Lancashire hot-pot than at a special hot-pot supper organised by **Mrs Elsie Carefoot**, honorary secretary of **Longridge and District** branch, **Lancashire**. Held, by kind permission of **Mrs Janet** and **Miss Margaret Simpson**, at the **Gibbon Bridge Hotel**, a capacity crowd paid £2 a head to sample the traditional dish followed by apple pie and cream. Entertainment was provided by **Flange** and **Sprocket** of **Ribchester** while a grand draw and souvenirs helped raise £734.43. With a spring folk dance ball, a house-to-house collection, and a competition in the **Darts League**, this country district once again exceeded £2,000 in its fund raising for the year.

Awards

to Coxswains, Crews and Shore Helpers

The following coxswains, members of lifeboat crews and shore helpers were awarded certificates of service on their retirement and, in addition, those entitled to them by the Institution's regulations, were awarded an annuity, gratuity or pension.

Aberdeen

F. Cruickshank Emergency Motor Mechanic 2½ years
Crew Member 20 years.

Angle

W. J. R. Holmes Coxswain/Mechanic 17 years
Motor Mechanic 5 years
Crew Member 6 years
Bronze medal 1973.

Aith

F. L. Johnston Emergency Motor Mechanic 10 years
Crew Member 3 years.

Arklow

J. Lambert Emergency Motor Mechanic 4 years
Crew Member 6 years.

Arranmore

C. J. Boyle Motor Mechanic 22¼ years
Second Coxswain 1½ years
Bowman 9¼ years.

Barry Dock

G. D. Thomas Second Coxswain 7¼ years
Second Coxswain/Assistant Mechanic 1 year
Second Assistant Mechanic 1¼ years
Crew Member 10 years.

Burry Port

J. M. Williams Crew Member* 10 years.

Cloughy-Portavogie

W. H. Keenan Second Coxswain 9½ years
Crew Member 7 years.

Courtmacsherry

B. Madden Second Coxswain/Mechanic 6½ years
Motor Mechanic 11¼ years
Assistant Motor Mechanic 13 years
Bowman 4 months
Crew Member 10 years.

Eastbourne

J. Buckland Shore Second Coxswain/Second Assistant
Mechanic 1½ years
Second Assistant Mechanic 9½ years
Crew Member 9 years
Crew Member* 17 years.

F. Tyhurst

Head Launcher 11 years
Shore Helper 22 years.

Exmouth

R. G. Mogridge Crew Member 16 years.

E. R. R. Richards Crew Member 16 years.

Fishguard

H. Kersting Crew Member 11 years.

Galway Bay

J. Joyce Crew Member 18 years.

Girvan

W. Coull Coxswain 23 years
Second Coxswain 4 years
Bowman 6 months
Crew Member 1 year.

A. M. Ingram

Second Coxswain/Mechanic 5½ years
Motor Mechanic 15 years
Bowman 2½ years
Crew Member 5 years.

A. J. Prestly

Assistant Motor Mechanic 20½ years
Crew Member 6 years.

R. T. Brown

Emergency Motor Mechanic 6¼ years
Crew Member 11 years.

Helensburgh

J. G. Hunt Crew Member* 18 years.

Hoylake

J. T. Capper Crew Member 19 years.

Kinghorn

J. Murphy Crew Member* 12 years.

Kirkcudbright

G. C. Davidson Coxswain/Mechanic 14 years
Coxswain 19¾ years.

Little and Broad Haven

J. F. Davies Crew Member* 16 years.

Lyme Regis

D. Clark (posthumous) Shore Helper 10 years
Crew Member* 5 years.

B. R. Miller

Crew Member* 16½ years.

Mallaig

W. S. McMinn Emergency Motor Mechanic 7 years
Crew Member 5 years.

J. Milligan

Crew Member 13 years.

W. Robertson

Crew Member 17 years.

Moelfre

R. K. Roberts Emergency Motor Mechanic 8 years
Crew Member 3 years
Crew Member* 7 years.

New Brighton

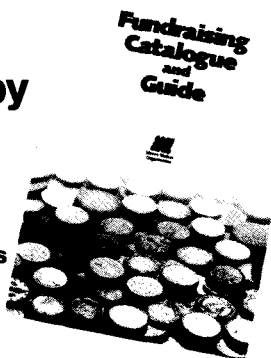
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Newquay J. Bawden C. Moffat	Crew Member* 15½ years. Crew Member* 18½ years.	Sunderland R. A. Leithes K. O'Neill T. Todd	Emergency Motor Mechanic 11 years Crew Member 12 years. Crew Member 20 years Crew Member* 16 years. Crew Member 14 years.
North Berwick J. E. Hooton	Crew Member* 10 years.	Tenby J. W. Richards	Coxswain 10 years Second Coxswain 4 years Bowman 2 years Crew Member 13 years Bronze medal 1966 Bar to his bronze medal 1981.
Padstow S. Thomas	Shore Helper 11 years.	Thurso A. M. Reid	Motor Mechanic 15 years Assistant Motor Mechanic 22 years.
Plymouth M. Foster	Assistant Motor Mechanic 3½ years Crew Member 10½ years.	Walmer B. Bailey	Coxswain 4¼ years Crew Member 16¾ years.
Portrush J. Stewart	Coxswain 8 years Second Coxswain 10 years Bowman 5 years Crew Member 10 years.	Walton and Frinton F. Bloom	Coxswain 19 years Second Coxswain 12 years Bowman 4 years Crew Member 2 years Silver medal 1975 Bronze medal 1966.
Port Talbot H. Butler	Crew Member* 16¼ years.	A. H. Cole	Crew Member 15 years.
Redcar C. Picknett	Crew Member 20¾ years.	West Mersea D. Stoker	Crew Member* 20 years.
Rhyl I. Armstrong	Crew Member 29 years.	Workington W. W. Smith	Motor Mechanic 33½ years Assistant Motor Mechanic 1¼ years.
St Ives J. B. Thomas	Motor Mechanic 1¼ years Crew Member 15 years.		
Shoreham Harbour C. E. Fox	Crew Member 11 years Shore Helper 1 year.		
Stromness R. Scott	Second Coxswain 12¾ years Bowman 4½ years Crew Member 11 years.		

*Lifeboats under 10 metres.

RNLI national lottery

BILLY BURDEN, who lives near Poole and who is well known for his amusing 'yokel' stage character, came to RNLI HQ on January 31 to draw the Institution's twenty-fourth national lottery. For this and future lotteries, the first prize has been increased to £2,000 with seven additional £100 prizes and, the amount raised on this occasion was a record £48,312. The draw was supervised by Vice-Admiral Sir Peter Compston, a deputy chairman of the RNLI, with Anthony Oliver, appeals secretary, and the prize winners were:

£2,000: Mr and Mrs G. J. Robertson, Liverpool, Merseyside.

£500: Mr P. A. McCracken, Lancing, West Sussex.

£250: Mr Martin Watts, London W4.

£100: Mr Richard Elliott, Malmesbury, Wiltshire; Miss M. Brown, Bournemouth, Dorset; Mr T. Woods, Bristol, Avon; Miss S. P. Green, Marlow, Buckinghamshire; Mr B. G. Dawkins, Chichester, West Sussex; Mrs B. Owen, Besselsleigh, Oxfordshire; Mr H. S. Taylor, London SE3.

£50: Mrs C. Carpenter, Lydd, Kent; Mr G. H. Dracup, Whittlesey, Cambridgeshire; Pat Luck, Maldon, Essex; Mr Charles Dignan, Heathfield, East Sussex; Mr C. Brown, Newquay, Cornwall; Mr S. Turnbull, Oakham, Leicestershire; Ivan and Betty Bryant, Keynsham, Somerset; Mr T. D. Thomas, Wallasey, Merseyside; Mr N. Lee, Lichfield, Staffordshire; Mr J. J. Duns, Southport, Merseyside.

The draw for the twenty-fifth RNLI lottery will be made at Poole on Monday April 30.

Billy Burden (c) passes a winning ticket to Anthony Oliver, appeals secretary. For this draw the drum was spun by Ian Wallington, who recently moved to Poole HQ from the South East Region to become assistant appeals secretary.



Model competition

TO COMMEMORATE the RNLI's 160th anniversary, the Isle of Wight Lifeboat Board is launching a model lifeboat competition for all age groups. It is an original idea and, if successful, could become an annual event.

The competition will run from March this year until May, 1985, and competitions are invited to build Arun, Solent or Waveney class lifeboat models. Junior competitors may use commercial kits if they wish.

More than 300 lifeboats are maintained by the RNLI in its station and relief fleets throughout Great Britain and Ireland. Two of the three classes chosen for the competition represent modern fast afloat lifeboats, the 52ft/54ft Arun and the 44ft Waveney, while the third is the 48ft 6in Solent, a conventional slipway launched lifeboat first built in 1969.

The organisers particularly hope for a good response from the younger age groups to encourage interest in the lifeboat service and entries from schools will be welcomed.

All entries will be put on display on the Isle of Wight, where judging will take place on May 4, 1985. Prize-winners in each class will receive trophies and certificates. Entry forms and full details are available from: Mr J. S. K. Chesterton, 36 Union Street, Ryde, Isle of Wight PO33 2NJ.

Lifeboat Services

from page 11

people on board were transferred to the Oakley lifeboat; then, taking the casualty in tow, *Sir James Knott* also escorted the inflatable lifeboat, which had sustained some damage to her port bow bag, back to Redcar. Arriving at 1755, the casualty was beached, her people landed and then both lifeboats were housed for the last time that day; they were both once again ready for service at 1835.

East Division

Open boat swamped

TYNE COASTGUARD reported to the honorary secretary of **Sunderland** lifeboat station at 1659 on Saturday September 10, 1983, that a small boat was in difficulties a quarter of a mile inside the south pier. It was a squally afternoon with a strong breeze, force 6, blowing from north north east. The sea was rough with a seven foot swell.

The crew were alerted and at 1712 Sunderland's 47ft Watson lifeboat *William Myers and Sarah Jane Myers* launched under the command of Coxswain Anthony Lee. The casualty, an open motor boat which had been swamped, was sighted within two minutes and by 1719 the lifeboat had reached her and taken off the two boys who were on board.

The motor boat was towed into port and made fast at West Wall. The lifeboat was rehoused and once again ready for service at 1749.

Lifeboat Services, August, September and October, 1983

Aberdoverly, Gwynedd

Atlantic 21: August 3, 10, 15, 18, 19 (twice), 28 and September 20

Abersoch, Gwynedd

Atlantic 21: August 11, 14, 15, 16, 26, 27, September 1 (twice), 4, 7, 11, 19 and 28

Aberystwyth, Dyfed

D class inflatable: August 3, 6, 7, 13, 19, 21 and October 22

Relief D class inflatable: August 23

Aldeburgh, Suffolk

37ft 6in Rother: August 26

D class inflatable: August 26, 28 and September 17

Amble, Northumberland

37ft 6in Rother: August 19 and October 31

Relief D class inflatable: August 1 and 14

Angle, Dyfed

46ft 9in Watson: August 29 and September 3

Appledore, North Devon

Relief 46ft 9in Watson: August 9, September 25 and October 28

Atlantic 21: August 8, 9 (four times), 10, 13, 14, 18 (twice), 19, 22, 26, 29 (four times), September 2, 6, 7, October 1, 3 and 28 (twice)

Arbroath, Angus

37ft 6in Rother: August 21

Arklow, Co Wicklow

42ft Watson: August 8, September 4 and 7

Arran (Lamlash), Buteshire

D class inflatable: September 16, 21, October 8 and 16

Arranmore, Co Donegal

52ft Barnett: August 3, 21, 22 (twice), September 7, 8, 13, 21, October 2 and 10
Atlantic College (St Donat's Castle), South Glamorgan

Atlantic 21: August 1

Ballycotton, Co Cork

52ft Barnett: August 10, September 4 and 24

Baltimore, Co Cork

47ft Watson: September 25

Bangor, Co Down

Relief D class inflatable: August 2, September 8 and October 28

Barmouth, Gwynedd

D class inflatable: August 8, 9, 14, 19 (three times), 28 and September 3

Barra Island, Inverness-shire

52ft Barnett: August 3 and October 21

Barrow, Cumbria

46ft 9in Watson: August 18

D class inflatable: August 1 and October 15

Barry Dock, South Glamorgan

52ft Arun: August 8, 12, 21, 24, 28, September 2, 6, 18 and October 11

Beaumaris, Gwynedd

46ft 9in Watson: August 14

Atlantic 21: August 7, 13 (twice), 28, 29, September 1, 20, October 7 and 30

Bembridge, Isle of Wight

48ft 6in Solent: August 1 and September 8

D class inflatable: August 6, 27 (twice), 28, September 7, 8, 9 and 10

Berwick-upon-Tweed, Northumberland

Atlantic 21: September 6

Blackpool, Lancashire

D class inflatable: August 5, 11, 13, 24 (twice), 30 and September 14 (twice)

Blyth, Northumberland

44ft Waveney: August 6 and September 24

D class inflatable: August 11

Borth, Dyfed

D class inflatable: August 4, 14 (twice), 15, 17, 19, 24, 25, September 23 and October 28

Bridlington, Humberside

37ft Oakley: September 2, 3, October 12 and 15

D class inflatable: August 2, 5, 7, 15 (five times), 21, 24 (twice), September 4 and 25

Brighton, East Sussex

Atlantic 21: August 1 (twice), 9, 12 (twice), 16, 22, 28 (three times), September 15, October 9 and 24

Broughty Ferry, Angus

D class inflatable: September 19

Buckie, Banffshire

Relief 48ft 6in Solent: September 1

Bude, Cornwall

D class inflatable: August 8 (twice), 25 and September 30

Burnham-on-Crouch, Essex

D class inflatable: August 2, 8, 24, September 2 and October 22

Burry Port, Dyfed

D class inflatable: August 30, September 27 and October 30

Calshot, Hampshire

40ft Keith Nelson: August 20, 21, October 12 and 16

Cardigan, Dyfed

D class inflatable: August 9, 19, 28, September 7 (twice), 8 and October 28

Clacton-on-Sea, Essex

Relief 42ft Watson: August 25

D class inflatable: August 6 (three times), 7 (twice), 9 (three times), 10, 13, 16, 21, 24, 28 (twice), 29, September 3 (twice), 6, 24 and October 20

Clovelly, North Devon

70ft Clyde: August 12, 28, September 9 and October 28

70ft Clyde's inflatable tender: August 28 (twice), September 6 and October 17

Conwy, Gwynedd

D class inflatable: August 1, 10 and 29

Craster, Northumberland

D class inflatable: August 6 and 30

Criccieth, Gwynedd

Relief D class inflatable: August 1 and 5 (twice)

D class inflatable: August 11 (twice), 14, 15, 19, September 12 and 21

Cromer, Norfolk

Relief D class inflatable: August 2

D class inflatable: August 10

Cullercoats, Tyne and Wear

D class inflatable: August 14

Donaghadee, Co Down

44ft Waveney: September 2, 15, 21 and October 25

Douglas, Isle of Man

46ft 9in Watson: August 1, 11 and September 25

Dover, Kent

50ft Thames: August 23, 28, September 8, 10 (twice), 13 (twice) and October 4

Dunbar, East Lothian

47ft Watson: August 15

D class inflatable: August 15 and 25

Dungeness, Kent

37ft 6in Rother: August 13, 15, 31, September 2 and October 15

Dun Laoghaire, Co Dublin

Relief 44ft Waveney: September 4, 18, October 4 (twice), 16 and 18

Dunmore East, Co Waterford

44ft Waveney: August 10, September 4 and 29

Eastbourne, East Sussex

Relief 42ft Beach: August 27, September 8, October 9 and 19 (twice)

D class inflatable: August 1, 7 (twice), 9, 10, 13, 19, 25 (twice), 27 (twice), September 5, 20, October 5, 19, 25 and 30

Exmouth, South Devon

33ft Brede: August 7, 14, 26 and 29 (twice)

D class inflatable: August 1, 4 (twice), 9, 16, 25, September 10 (twice), 23 and October 2

Eyemouth, Berwickshire

44ft Waveney: August 13 and 21

Falmouth, Cornwall

52ft Arun: August 2, 21, September 2, October 10, 15, 17 and 26

18ft 6in McLachlan: August 6, 21 and September 11

Filey, North Yorkshire

D class inflatable: August 12, 28, September 3, 4 and 25

ON STATION

THE FOLLOWING lifeboats have taken up station or relief fleet duties:

Relief: 52ft Arun class lifeboat ON 1086 (52-25), A. J. R. and L. G. Uridge, September 15, 1983.

Walton and Frinton: 48ft 6in Solent class lifeboat ON 1012 (48-009), *City of Birmingham*, January 15, 1984.

The 18ft MacLachlan lifeboat at Plymouth was withdrawn from service at the end of October 1983. Operational cover is now provided solely by the station's 44ft Waveney lifeboat.

Fishguard, Dyfed

52ft Arun: September 20, 21, October 25 and 28

Flamborough, Humberside

37ft Oakley: October 15 (twice) and 16

Fleetwood, Lancashire

44ft Waveney: August 12 and September 10

D class inflatable: August 7, 14, 28, September 4, 15 and 29

Flint, Clwyd

D class inflatable: August 9 and 10

Fowey, Cornwall

33ft Brede: September 2, 17, 29 and October 21

Galway Bay, Co Galway

52ft Barnett: August 1, 3, 7, 8, 24 and October 13

Girvan, Ayrshire

33ft Brede: August 12 (twice), 28, September 16 and 26

Great Yarmouth and Gorleston, Norfolk

44ft Waveney: August 9 (twice), September 4, 6 and 12

Atlantic 21: August 6, 11 (twice), 14, 26 (twice),

September 2, 3, 5, 6 (twice), 11 and October 29

Happisburgh, Norfolk

D class inflatable: August 7, 15, 16, 20 and September 1

Hartlepool, Cleveland

44ft Waveney: September 10, 18, 24, 25, October 18, 21 and 30

Relief Atlantic 21: August 8, 19, September 6, 25 and 26 (three times)

Atlantic 21: October 29

Harwich, Essex

Atlantic 21: August 1, 5, 21, September 4, 5, October 1, 19 and 23

Hastings, East Sussex

37ft Oakley: August 27 and 28 (twice)

D class inflatable: August 3, 10, 14, 15, 16, 23, 24, 25, 28 (four times), September 24, 28 and October 26

Hayling Island, Hampshire

Atlantic 21: August 4, 6, 19, 21 (three times), 24, 27, September 2 (three times), 8 (four times), 10, October 2, 8 (twice) and 16

Helensburgh, Dunbartonshire

Atlantic 21: August 7, 13, September 18 (twice), October 16 (twice), 25 and 30 (twice)

Holyhead, Gwynedd

52ft Arun: August 11, 14, 28, 29 and September 5

Relief 52ft Arun: October 23 and 29

D class inflatable: August 1, 3 (twice), 8 and September 25

Horton and Port Eynon, West Glamorgan

D class inflatable: August 5 and 12

Howth, Co Dublin

47ft Watson: August 8, 15, 28 (twice), September 10, 18 and October 5

D class inflatable: August 3, 20, 31,

September 4, 5, 17 and October 8

Hoylake, Merseyside

37ft 6in Rother: August 15

Humber, Humberside

54ft Arun: August 4 (twice), 7, 11, 14, 15, 22, September 2, 10, 11 (twice), 16, 19

Relief 44ft Waveney: September 22, 24 and 27

54ft Arun: October 12, 15, 22, 27 and 31

Hunstanton, Norfolk

Relief Atlantic 21: August 2, 11, 12, 14 and 21

Atlantic 21: September 15, 27, 30, October 8 and 28

Ilfracombe, North Devon

37ft Oakley: September 9

Invergordon, Ross-shire

52ft Barnett: August 17

Islay, Argyllshire

50ft Thames: August 8, September 4, 13 (twice) and October 23

Kilmore, Co Wexford

37ft Oakley: August 13

Kinghorn, Fife

D class inflatable: August 13 (twice), September 11 and 17

Kippford, Kirkcudbrightshire

D class inflatable: August 1, 7, 12 (three times) and 13

Kirkcudbright, Kirkcudbrightshire

37ft Oakley: August 7 and September 29

Kirkwall, Orkney

70ft Clyde inflatable tender: September 18

Largs, Ayrshire

Atlantic 21: August 7 (twice), September 5 (twice), October 2 and 16

Lerwick, Shetland

52ft Arun: August 21

Little and Broad Haven, Dyfed

Relief D class inflatable: August 5, 9 (twice), 14, 19 (twice) and 21 (twice)

Littlehampton, West Sussex

Relief Atlantic 21: August 5, 6, 7, 8, 9 (seven times), 10 (five times), 11, 14, 20, 24 (three times), 28 (seven times), 29, September 8,

11, 18, 22, 26 (twice), October 1 and 8

Littlestone-on-Sea, Kent

Atlantic 21: August 3 (twice), 6 (twice), 11 (twice), 16 (twice), 26, 28 and September 5

The Lizard-Cadgwith, Cornwall

52ft Barnett: August 6, September 2 and 3

Llandudno (Orme's Head), Gwynedd

37ft Oakley: August 12, 28, September 2 and October 24

Relief D class inflatable: August 10, 15, 17,

28 and September 2

D class inflatable: October 4

Lochinver, Sutherland

52ft Barnett: September 3

Lowestoft, Suffolk

47ft Watson: September 24, October 14, 20 and 30

Lyme Regis, Dorset

Atlantic 21: August 2 (twice), 7, 10, 15, 26, 29, September 4 (twice) 19 and 25

Lymington, Hampshire

Atlantic 21: August 13, 16 (twice),

September 9, October 1, 10 and 17

Lytham-St Anne's, Lancashire

46ft 9in Watson: August 5 and October 4

D class inflatable: August 24, September 10, 18 and October 31

Mablethorpe, Lincolnshire

D class inflatable: August 1, 3, 4 (three times), 12, 13, 14, 15 (twice), 19 (twice), 20 (three times) and 26

Mallaig, Inverness-shire

52ft Arun: August 11

Margate, Kent

37ft 6in Rother: August 2, 13, 21, September 9, 13, October 9, 14 and 28

D class inflatable: August 2, 6, 16 and 21

Minehead, Somerset

Atlantic 21: August 4 (twice), 20, 22 (three times), 28, September 1 and 4

D class inflatable: August 7, 12, 18 (twice), 21, 22 and 29

Moelfre, Gwynedd

37ft 6in Rother: August 27

D class inflatable: August 3, 12, 13, 15 and September 17

Montrose, Angus

48ft 6in Solent: August 29

Morecambe, Lancashire

D class inflatable: August 13 (four times), 28 (twice), September 15 and October 2

Mudford, Dorset

D class inflatable: August 1 (three times), 7, 9 (three times), 10, 14, 17, 20, 21, 28,

September 2, 7, 25 (twice), October 4, 8 and 18

The Mumbles, West Glamorgan

Relief 46ft 9in Watson: August 20 and October 28

LONG SERVICE AWARDS

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

Filey

Coxswain F. C. Jenkinson

Second Coxswain/Mechanic G. V. Taylor

Mudford

Crew Member J. M. Batchelor

Swanage

Second Coxswain P. J. Dorey

West Mersea

Crew Member J. A. Clarke

Crew Member P. B. Clarke

D class inflatable: August 16, 18, 21 and

September 5

Relief D class inflatable: September 22, October 9 and 30

Newbiggin, Northumberland

Atlantic 21: August 6 (twice), 7, 20,

September 24 and October 31

New Brighton, Merseyside

Atlantic 21: August 27 and September 11 (twice)

Newcastle, Co Down

37ft Oakley: August 27

Newhaven, East Sussex

44ft Waveney: August 4 (twice), 5, 7 (twice), 9, 11 (twice), 13, 15, 17, 19, 25, 28 (three times), 30, September 8 (twice), 14, 19, 22,

24, 25, 26, October 3, 4, 14, 19, 22 and 29

Newquay, Cornwall

Relief D class inflatable: August 5, 6, 7, 8, 10, 14 (twice), 15, 20, 22 (twice) and 24

D class inflatable: September 4, 7 (twice), 14, 19 and 20

New Quay, Dyfed

D class inflatable: August 1, 6, 13 and 19

North Berwick, East Lothian

D class inflatable: August 3, October 23 and 31

North Sunderland, Northumberland

Relief D class inflatable: August 14, 18, 28, 30 and October 2

Oban, Argyllshire

33ft Brede: August 12, September 4, 21 and October 6

Padstow, Cornwall

48ft 6in Oakley: August 3 and 26 (twice)

Relief 46ft 9in Watson: September 16 and 30

Peel, Isle of Man

Atlantic 21: September 13

Penarth, South Glamorgan

Relief D class inflatable: August 10,

September 4 and 11 (three times)

D class inflatable: October 8

Penlee, Cornwall

52ft Arun: September 10, 18 and 25 (twice)

Peterhead, Aberdeenshire

48ft 6in Solent: September 1

Plymouth, South Devon

44ft Waveney: August 1, 17 (twice), 28,

September 23, October 15 and 26

18ft 6in McLachlan: September 7

Poole, Dorset

Relief 44ft Waveney: August 2, 9, 10, 20, September 1 and October 3

33ft Brede: October 16

Dell Quay Dory: August 13, 14, 15, 19, 20 (twice), 22, 29 (twice), September 2 (four times), 3, 17 (twice), 19, October 1 and 16

Porthcawl, Mid Glamorgan

D class inflatable: August 3, 5 (twice), 7 (twice), 8, 12, 27, 28 (twice), October 1 and 28

Porthdinllaen, Gwynedd

47ft Watson: August 13, 15, 27, September 2, 23 and October 5

Port Isaac, Cornwall

D class inflatable: August 3, 15, 17 (twice), 26 (twice), September 16, 20 and October 6
Portpatrick, Wigtownshire

47ft Watson: August 11, 24 and September 24

Portrush, Co Antrim

52ft Arun: August 13

Portsmouth (Langstone Harbour), Hampshire

D class inflatable: August 1, 7, September 11 and 25

Atlantic 21: August 19, 21 (twice), 22, 28, September 4, 8, 11, 16, 18 (twice), 25, October 2 (three times) and 16

Port St Mary, Isle of Man

54ft Arun: August 27, September 4 and 5

Pwllheli, Gwynedd

Relief 37ft Oakley: September 2 and 14

D class inflatable: October 15 (twice)

Queensferry, West Lothian

Atlantic 21: August 29

Ramsey, Isle of Man

37ft Oakley: August 2, 6, 14, September 13 and 29

Ramsgate, Kent

44ft Waveney: August 7, 10 and 28

Relief 44ft Waveney: October 9, 10, 28 and 29

18ft 6in McLachlan: August 7, 21, September 6, 14 and 22

Red Bay, Co Antrim

D class inflatable: August 1 and 4

Redcar, Cleveland

37ft Oakley: August 1, September 17 and 18

D class inflatable: August 7, 13, 14, 17, September 4 and 18 (four times)

Relief D class inflatable: October 4

Rhyl, Clwyd

37ft Oakley: August 9, 13, 14 (three times), 18 and October 7

D class inflatable: August 3 (twice), 8, 9, 11 (twice), 13 (twice), 14, 19, 20, 24, 26, 27, 28, 29, September 2 and 28

Rosslare Harbour, Co Wexford

48ft 6in Solent: August 7, 21 and September 7

Rye Harbour, East Sussex

D class inflatable: August 4, 10 (three times), 25 (eight times), 28 (six times) and 30

St Abbs, Berwickshire

D class inflatable: August 4

St Agnes, Cornwall

D class inflatable: August 17, 21, 24, 28, 29, 31, September 4 and October 23

St Bees, Cumbria

D class inflatable: September 4

St Catherines, Channel Islands

D class inflatable: September 26 and October 16

St David's, Dyfed

47ft Watson: August 26

St Helier, Channel Islands

44ft Waveney: August 6, 7, 20, 28, 31 and September 3

Relief 44ft Waveney: September 25, October 11, 24 and 29

St Ives, Cornwall

Relief 37ft Oakley: September 26 and 27

D class inflatable: August 1, 2 (twice), 7, 14, 24, September 11, 28, October 2 and 8

St Mary's, Isles of Scilly

Relief 52ft Arun: August 1, 5 and 6

52ft Arun: August 24, September 2, 16, 19, October 16 and 28

St Peter Port, Channel Islands

Relief 52ft Arun: August 9, 18, 24 (twice), September 10, 12 and 13

52ft Arun: October 1 and 11

Salcombe, South Devon

Relief 52ft Barnett: August 2, 8 and 16

Scarborough, North Yorkshire

Relief 37ft Oakley: September 10, 29 (twice), October 15 (twice), 25 and 30

D class inflatable: August 10 (twice), 18, 26 and October 4

Selsey, West Sussex

48ft 6in Oakley: August 25, 29 and September 9

Relief D class inflatable: August 14 (twice)

D class inflatable: August 21, September 9, 11 and October 5

Sheerness, Kent

44ft Waveney: August 4, 6, 9, 24, 28, September 11 (twice), 19 (twice), October 8 (twice), 15 (three times) and 31

Relief D class inflatable: August 1 and 12

D class inflatable: August 19 (twice), 28, September 10, October 4, 5, 10 and 15 (twice)

Sheringham, Norfolk

37ft Oakley: August 9

Shoreham Harbour, West Sussex

37ft 6in Rother: September 15 (twice)

D class inflatable: August 3, 7, 9 (twice), 10, 13, 28 (eight times), October 8 and 9

Silloth, Cumbria

Relief Atlantic 21: August 9 and 13

Atlantic 21: October 7

Skegness, Lincolnshire

Relief 37ft Oakley: September 4 and 27

D class inflatable: August 1 (twice), 3, 15 (seven times), 16, 21, 22, 25, 26, September 1, 4 (twice) and 17

Skerries, Co Dublin

D class inflatable: August 3, 10, 15 and September 2

Southend-on-Sea, Essex

Atlantic 21: August 4, 6 (twice), 8 (five times), September 11, October 8, 9, 15 and 27

Relief Atlantic 21: August 14, 24 (twice), 28 (four times) and September 2 (twice)

Relief D class inflatable: August 8 (three times), 19, 23 and 24

Southwold, Suffolk

Atlantic 21: August 7 (twice), 10, 13 (three times), 16, September 6 and 11 (twice)

Staithes and Runswick, North Yorkshire

Atlantic 21: August 1, 3, 6, 12 and 22

Relief Atlantic 21: October 11 and 30

Stornoway (Lewis), Ross-shire

48ft 6in Solent: August 29 and October 4

Stranraer, Wigtownshire

D class inflatable: August 17, 30 and October 1

Sunderland, Tyne and Wear

47ft Watson: August 9, September 6, 10, 27 and October 27

D class inflatable: August 7, 9 and 14 (four times)

Relief D class inflatable: September 4, 6, 18 and October 30

Swanage, Dorset

37ft 6in Rother: August 7, 9, 14, 25, 28 (twice), 29 (twice), September 2, 5, 7 and October 9

Teemouth, Cleveland

47ft Watson: September 17 and 25

Tenby, Dyfed

46ft 9in Watson: August 20, 28, September 25 (twice) and October 27

D class inflatable: August 1, 6, 10 (twice), 15 (twice), 30, September 1, 6, 11, 25 and October 9

Thurso, Caithness

48ft 6in Solent: August 20

Tighnabruaich, Argyllshire

D class inflatable: September 11 and 19

Torbay, South Devon

54ft Arun: August 2, 9, 26, October 9, 15 and 29

18ft 6in McLachlan: August 30, September 22, October 8 and 26

Tramore, Co Waterford

D class inflatable: August 9 (twice)

Trearddur Bay, Gwynedd

D class inflatable: August 14, 20 and September 17

Troon, Ayrshire

44ft Waveney: August 16, September 23, 28, October 12 and 15

Tynemouth, Tyne and Wear

52ft Arun: August 15 (twice)

D class inflatable: October 16

Valentia, Co Kerry

52ft Arun: September 10, 28 and October 6

Walmer, Kent

37ft 6in Rother: September 1

D class inflatable: August 23, September 4 and October 27

Walton and Frinton, Essex

Relief 47ft Watson: August 4, 24, 28 and September 2

Wells, Norfolk

37ft Oakley: August 4 and September 10

D class inflatable: September 6 and 11

West Kirby, Merseyside

D class inflatable: August 7, 15 (three times) and October 22

West Mersea, Essex

Atlantic 21: August 6, 15, 16, 24 (twice), 28, September 2 (three times), 6, 8, 10, 11 (three times), October 4 and 15 (four times)

Weston-super-Mare, Avon

Atlantic 21: August 6, 21, September 17 and October 22

D class inflatable: August 6, September 17, October 8 and 22

Weymouth, Dorset

54ft Arun: August 10, 23, 28, 29, 30, September 1, 9, 17, 19, October 8 and 10

Whitby, North Yorkshire

Relief 44ft Waveney: August 15, 28 and 31

44ft Waveney: September 12, 13, 28 (twice), October 10 and 18

D class inflatable: August 13 and 14 (twice)

Relief D class inflatable: August 28, September 9, 18, October 9 and 23

Whitstable, Kent

Atlantic 21: August 1 (twice), 4, 5, 8, 19, 21 (four times), September 3, 11, 28 and October 4

Wick, Caithness

48ft 6in Oakley: August 13 and 17

Wicklow, Co Wicklow

42ft Watson: August 27

Withernsea, Humberside

D class inflatable: August 2

Relief D class inflatable: August 24 and 27

Workington, Cumbria

47ft Watson: September 23

Yarmouth, Isle of Wight

52ft Arun: August 3, 21, September 2 (twice) and 8

Youghal, Co Cork

35ft 6in Liverpool: September 14

On Passage

47ft Tyne ON 1075: August 30 and September 14

33ft Brede ON 1089: September 8

44ft Waveney ON 1003: October 19

SERVICES AND LIVES RESCUED BY THE RNLI'S LIFEBOATS

January 1, 1983, to December 31, 1983: Services 3,654; lives rescued 1,324

THE STATION FLEET

(as at 31/12/83)

257 lifeboats, of which two 18ft 6in McLachlan and 163 D class inflatable lifeboats operate in summer only

LIVES RESCUED 110,395

from the Institution's foundation in 1824 to 31/12/83, including shoreboat services

Letters...

Thank you, Kinghorn

I am writing to express my thanks to the Kinghorn D class inflatable lifeboat crew and the RNLI who over the years have made it possible for me to sail my sailboard off Kinghorn secure in the knowledge that if I do have a problem, all is not lost. As you know, today I misjudged the conditions in a strong offshore wind and found that I needed help. I was quickly picked up, dropped off at Pettycur and not even given a sermon! A marvel of tact and efficiency.—CURLY MILLS, *Kinghorn, Fife*.

The afternoon of Sunday September 11, 1983, was blustery with the wind near gale force. Kinghorn duty crew were keeping an eye on a lone board sailor about a mile away when they saw him drop and roll his sail. The D class inflatable lifeboat was launched and found Mr Mills sitting astride his sailboard, having tried to fire pocket flares which failed to ignite. He and his sailboard were picked up and landed safely ashore. The letter from Mr Mills, addressed to Dr R. M. L. Weir, Kinghorn station honorary secretary, was accompanied by a donation.—EDITOR.

Another evening cruise

It is not only on the East Coast that gremlins can spoil an evening cruise (THE LIFEBOAT, autumn 1983). We in the West Country have piskies that are every bit as efficient in making trouble.

The Chacewater and District Male Voice Choir decided for their annual outing to have an evening cruise on the River Fal to St Mawes. With families and friends the complement was 112 and the point of embarkation the village of Malpas. The down-river trip was delightful and much interest was shown in the huge ships laid up in the river at King Harry Ferry. An hour ashore was allowed at St Mawes and at 2130 it was time to re-embark for the homeward journey.

It was not long afterwards that things began to go wrong. Fog descended, getting thicker as a slow progress up river was continued. Unofficial practising of some of the choir's pieces helped to keep spirits from flagging unduly, among them an appropriate rendering of 'For Those in Peril on the Sea'.

Among the friends aboard were two giving rise to some concern, a diabetic and a dialysis machine patient for both of whom medical services were becoming overdue. There was no radio telephone aboard but happily a yacht moored up river had that equipment. A call to Falmouth Coastguard, and soon *Elizabeth Ann*, Falmouth's 52ft Arun lifeboat, was alerted and set off to the rescue with the station honorary medical adviser on board.

The lifeboat's arrival, greatly assisted by her radar equipment, was a welcome sight to the fog-bound passengers. Also

at sea, and fog-bound, was the St Mawes to Falmouth ferry. She had to be located and escorted to the Prince of Wales Pier. At one stage a large ship was leaving harbour and she crept past like a gigantic wall at what seemed an arm's length separation.

But the piskies were not finished even when everyone had got back to land. The cars were naturally still at Malpas, ten miles away. And what if the house keys were in the car?

Would we like to do it again? Well, we'll see when the time comes, but we will keep close to our keys!—R. MCFARLANE, *Falmouth, Cornwall*.

Hong Kong

Being a Shoreline member and also an honorary committee member of the RNLI/RFA *Sir Galahad* fund, I was very interested in the report about the Hong Kong branch given in the autumn 1983 issue of THE LIFEBOAT. I therefore wrote to Mrs J. B. Wilson, stating that RFA *Regent*, upon which there are many staunch supporters of the RNLI, would be visiting Hong Kong during February 1984.

While alongside HMS *Tamar* on Sunday, I received a telephone call from John and Paddy Wilson, inviting me for a drink and a chat that lunchtime. This resulted in a very rewarding day all round, as several other committee members of the HK branch, together with John and Paddy, visited RFA *Regent* that evening.

Having met some of the ship's company and toured the ship, an exchange of RNLI 'goodies' was made. I am now selling RNLI umbrellas, previously only available from the Hong Kong branch, at £3.50 each and RNLI/RFA *Sir Galahad* T-shirts at £5.50 each, several of which were passed to the branch.

On a lighter note, one of the HK branch normally reads the morning news over the radio. He was challenged to wear his T-shirt the following morning or risk paying a forfeit for not doing so. Unfortunately, for the fund that is, the shirt was worn.

Should any other Shoreline member be visiting Hong Kong at any time, I can truly recommend them to contact the RNLI branch, where a very warm welcome is guaranteed. Thank you, Hong Kong.—PETER R. GEORGE, *NAAFI Manager, RFA Regent*.

The HK telephone number of Mr and Mrs Wilson is 5-469766.—EDITOR.

Wedding gift

Here is a money raiser I have not heard of before. At a recent wedding, my son Fyfe, aged 14, being the youngest of the guests, was recruited by the band leader to help with the entertainment. During the show the guests were invited by the band leader to take out a 10p piece, or other coin, to tap on the table in time to the dance tune. Later, trays were carried round to collect the coins, nobody knew what for. Fyfe was left holding the combined

collection. After some banter, it turned out that the band leader's next move was to present the collection to Fyfe as everybody's thanks for his part in the show.

After a moment's reflection, Fyfe decided it was too big a sum to accept so lightly and that the money should go to the RNLI instead. The announcement was warmly applauded. So, here is Fyfe's £10.40. If that little routine was more widely known...—B. H. CRAWSHAW, *Carnoustie, Angus*.

Sir, is this a record?

In the winter issue of THE LIFEBOAT the King's Head, Roehampton, asked if the £115.50 collected from its lifeboat box is a record.

On January 24 this year the lifeboat box at the Swan, Pangbourne, produced £121.30; this large amount was not due to the fact that the box had been left for a long time because it had been emptied of £48.22 a month before, on December 24.


In September last year the Leather Bottle at Goring yielded £139, after not having been cleared since May.—W. R. FLETCHER, *honorary box secretary, Pangbourne branch, Berkshire*.

Message from the sea . . .

While antifouling my ex-lifeboat one of the RNLI souvenir plastic model lifeboats, which originally contained a bottle-shaped bar of soap, was washed up alongside. My first thought was that I wished my boat was only that size when it comes to antifouling, and then I realised there was a bottle in the boat. Alas, it was empty except for a piece of paper. With quaking heart and trembling fingers I unscrewed the top to read the message. Just one word: 'Hic!'—A. G. MERRIMAN, *Liss, Hampshire*.

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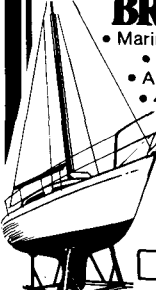
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- JOIN your local branch or guild
- JOIN Shoreline, the membership scheme
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- GIVE a coffee morning
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