

Volume XLIX Number 488



The Lifeboat

Journal of the Royal National Lifeboat Institution

Summer 1984 30p

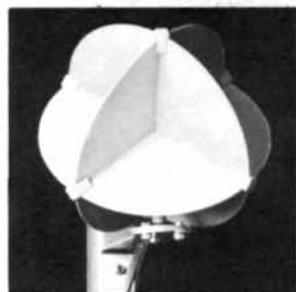


The Chemring SC4

Radar Corner Reflector

Developed in conjunction with the RNLi and adopted by RNLi exclusively (Stores ref D1/3016) for use on their high performance Lifeboats in both inshore and offshore waters.

Royal National
Lifeboat
Institution



A permanent radar reflector of non-corrodible unique material which gives a distinctive radar echo through 360°. Equally suitable for short masted work boats, harbour craft, commercial small boats serving the fishing fleets, oil platforms, other rescue services and similar pleasure craft.

Order direct from the manufacturer:

CHEMRING PLC, Alchem Works, Fratton Trading Estate,
Portsmouth PO4 8SX Tel: 0705 735457 Telex: 86242



SHORELINE MAKES PERSONAL LOANS PLAIN SAILING.

SHORELINE MAKES MARINE LOANS PLAIN SAILING

A new boat? a refit? Or just a little help with annual expenses?

Whatever your requirements, if you're an RNLi supporter you can apply for a loan at an attractive rate of interest from Mercantile Credit and budget your way home with regular easy payments.

HELP THE RNLi AND HELP YOURSELF

Shoreline Sailing Loans not only help you but also benefit the RNLi. Because for each loan granted Mercantile Credit provide a worthwhile donation to the Institution.

If you're not already a member of Shoreline, here's your chance to join because Mercantile Credit will pay your first year's membership when your loan is agreed. You can pick up a Shoreline Sailing loan leaflet containing full written details at your local branch of Mercantile Credit (you will find the address in your telephone directory). No security is required on loans up to £7,500.

Mercantile Credit

Mercantile Credit Company Limited,
P.O. Box No. 75, Elizabethan House, Great Queen Street, London WC2B 5DP.
Telephone 01 242 1234.

OVER 100 BRANCHES THROUGHOUT THE U.K.

THE LIFEBOAT

Summer 1984

Contents

Volume XLIX
Number 488

Chairman:

THE DUKE OF ATHOLL

Director and Secretary:

REAR ADMIRAL W. J. GRAHAM, CB MNI

Editor:

JOAN DAVIES

Headquarters:

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

London Offices:

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

| | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|
| Notes of the Quarter | 38 |
| Lifeboat Services | 41 |
| Visiting Lifeboats, from West Germany and the Netherlands | 47 |
| Annual General Meeting and Presentation of Awards | 48 |
| Lifeboat Celebrations: remembering the past – looking to the future | 54 |
| Fail Safe – Part II: upright again – and then what?, by James Paffett, RCNC CENG FRINA HONFNI FRSA, Chairman of the Technical Consultative Committee | 58 |
| Books | 60 |
| Lifeboat People | 61 |
| Shoreline | 62 |
| Some Ways of Raising Money | 63 |
| Lifeboat Services, November and December 1983, January and February 1984 | 69 |
| Index to Advertisers | 72 |

COVER PICTURE

At the annual presentation of awards meeting on May 15 Crew Member Arthur M. Hill of Largs lifeboat station received from HM the Queen Mother the silver medal awarded to him for the rescue on July 24, 1983, of a young girl trapped in the cabin of a motor cruiser which was capsized with only the bow above water. After several attempts, Crew Member Hill managed to duck down about three feet and get into the upturned hull where he found the girl with just her head in an air pocket. His first attempt to push her down under the coaming failed. Helmsman John Strachan then also entered the water and pushed up on one side of the hull, so that, as Arthur Hill pushed the girl down under the water, John Strachan was able to grab her legs and pull her clear. Arthur Hill himself managed to get clear of the hull unaided. The photograph was taken by Margaret Murray.

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

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

Subscription: A year's subscription of four issues costs £3.00, including postage, but those who are entitled to receive THE LIFEBOAT free of charge will continue to do so. Overseas subscriptions depend on the cost of postage to the country concerned. Write to RNLI, West Quay Road, Poole, Dorset BH15 1HZ.

Printers: The Friary Press, Grove Trading Estate, Dorchester, Dorset.



NOTES OF THE QUARTER

GUESTS OF HONOUR at the annual presentation of awards meeting at the Royal Festival Hall, London, on Tuesday May 15 in this the RNLI's 160th anniversary year was Her Majesty Queen Elizabeth The Queen Mother, a Patron of the Institution. The occasion was marked by a presentation unique in the RNLI's history when the Queen Mother accepted a new official colour. The colour, made in silk by the Royal School of Needlework and donated by the Clothworkers' Foundation, will be used only for very special ceremonial occasions.

Among the awards presented by Her Majesty during the afternoon was honorary life governorship to cartoonist Carl Giles whose distinctive Christmas cards have raised more than £360,000 for the RNLI. The first Giles Christmas card appeared in 1969 and from 1972 he

has drawn a special design for the lifeboats each year; during that time more than five million of his cards have been sold to lifeboat supporters.

The annual general meeting of the Institution's governors and the annual presentation of awards meeting are reported in full on page 48.

HM Queen Elizabeth The Queen Mother also visited Jersey on Friday June 1, where she presented a centenary vellum to St Helier lifeboat station (see page 54).

N. Ireland, Orkney and Scotland

During April and May His Royal Highness The Duke of Kent, President of the RNLI, called at five lifeboat stations. On Wednesday April 4 he visited Donaghadee lifeboat station, Northern Ireland, where he met the crew and their families and was taken out into the rough Irish Sea for a trip in the lifeboat, the 44ft Waveney *Arthur and Blanche Harris*.

Five weeks later, on Thursday May 10, His Royal Highness travelled north to Orkney. During the morning his first visit was to Longhope on the island of Hoy, where he laid a wreath at the memorial to the lifeboatmen who lost their lives in the disaster of 1969 and met their widows and members of their families; he also viewed the station's present 48ft 6in Solent lifeboat *The David and Elizabeth King and E.B.* On to Stromness where, at midday, the Duke visited the lifeboathouse and looked over the 52ft Barnett class lifeboat *Archibald and Alexander M. Paterson*. After lunch he went on to Kirkwall, where the station's 70ft Clyde lifeboat *Grace Paterson Ritchie* lies afloat in the harbour; while at Kirkwall the Duke of Kent visited the yacht club where he presented the bronze medal to the coxswain, Captain William Sinclair,



HM Queen Elizabeth The Queen Mother presents the certificate of honorary life governorship to Carl Giles at the presentation of awards meeting on May 15.

for the service to the fishing vessel *Benachie* last January (see page 43).

That evening His Royal Highness was the guest of honour at a musical soiree held on behalf of the lifeboat service at Blair Castle, home of the Duke of Atholl, chairman of the Institution. The next morning, Friday May 11, the Duke visited Arbroath lifeboat station, on the east coast of Scotland, and was shown over the station's 37ft 6in Rother lifeboat *Shoreline*.

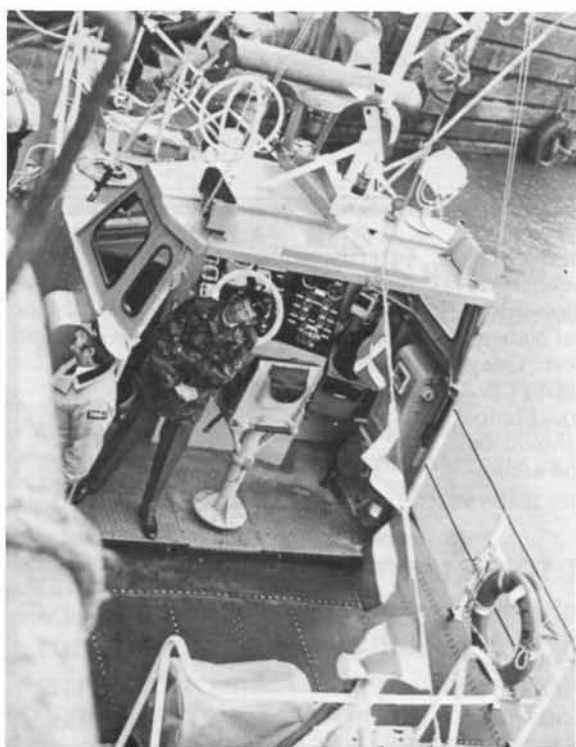
Throughout the tour of lifeboat stations in Orkney and Scotland the Duke of Kent was accompanied by Captain Sir Charles McGrigor, convener of the Scottish Lifeboat Council, and Cdr Bruce Cairns, chief of operations; he was also accompanied in Orkney by Rear Admiral W. J. Graham, the director, and at Arbroath by the Duke of Atholl. His Royal Highness met lifeboatmen and their families, station officials and also members of the fund-raising branches and guilds.

London Underwriters

Her Royal Highness Princess Anne attended a reception given by the Institute of London Underwriters on June 8 in the Guildhall, London. To mark its centenary, the Institute has donated an Atlantic 21 rigid inflatable lifeboat to the RNLI and the Princess graciously accepted the lifeboat before attending the reception in the company of the Lord Mayor, Vice-Admiral Sir Peter Compston, a deputy chairman of the RNLI, and members of the Institute of London Underwriters.

160th anniversary

The 160th anniversary of the founding of the RNLI, March 4, fell on a Sunday, and it was marked in a number of places by special church services or remembered in prayers. At Canvey Island more than 500 people attended an interdenominational service of thanksgiving and dedication at which Bernard Griffith, president and honor-



While touring Northern Ireland on April 4, HRH The Duke of Kent, president of the Institution, called at Donaghadee lifeboat station and went out for a short trip in the 44ft Waveney lifeboat *Arthur and Blanche Harris*. He was welcomed to the station by Vice-Admiral Sir Arthur Hezlet and Wilson Ervin, both members of the Committee of Management, together with William Sherard, Donaghadee station honorary secretary.

photograph by courtesy of Belfast News Letter



On May 10 HRH The Duke of Kent, president of the Institution, visited lifeboat stations in Orkney. At Kirkwall he presented to Captain William Sinclair, coxswain of the lifeboat, the bronze medal awarded to him for the service on January 22 to the fishing vessel Benachie. With three on board, Benachie had parted her moorings in storm force winds and had been driven ashore on the island of Rousay. Kirkwall's 70ft Clyde lifeboat managed to get a towline to her and pull her clear.

ary secretary of the branch, read a message from the Duke of Kent; the service was attended by former Coxswain Peter Gilson of Southend and present members of Southend lifeboat crew and station branch, by local civic dignitaries and by representatives of no less than 38 other organisations.

In Plymouth the Lord Mayor and Lady Mayoress joined the coxswain and crew of the lifeboat and Plymouth fund raisers at a service in Mutley Baptist Church at which an RNLI standard was carried by Crew Member Tony Thompson-Neall.

The first lifeboat station at Brighton was established in 1824, the year the RNLI was founded. Brighton station branch marked its own 160th anniversary and that of the Institution with an official opening on Sunday March 4 of a new Portakabin which will be used as a store and crew changing room. The ceremony was performed by Richard Barclay, a member of the Committee of Management.

Distinguished visitors

Vice-Admiral M. S. Holcomb, Commander-in-Chief US Naval Activities in Europe, paid an informal visit to RNLI headquarters and depot in Poole on February 29, and on May 25 a visit was made by Vice-Admiral Sir Peter Stanford, Vice Chief of the Naval Staff.

Dame Mary Donaldson, the Right Honourable the Lord Mayor of the City of London, attended the meeting of the Committee of Management on March 22 in her capacity as an ex-officio member of the Committee.

On April 14 the Lieutenant Governor of the Isle of Man, Sir Nigel Cecil, joined Coxswain Robert Corran and his crew on a training exercise in Douglas lifeboat, the 46ft 9in Watson R. A.



The Duke with Coxswain Alfred Sinclair and the crew of Stromness lifeboat. Captain John Allan, honorary secretary of the station branch, is on the left with (l to r) Rear Admiral W. J. Graham, director of the Institution, Motor Mechanic Ronald Taylor and Cdr Bruce Cairns, chief of operations.

The two photographs above and the photograph to the right are by courtesy of Charles Tait.

The Duke of Kent's first visit on Orkney on May 10 was to Longhope where he laid a wreath at the memorial to the eight lifeboatmen who lost their lives in the disaster of 1969. The Memorial was unveiled by HM The Queen Mother in 1970.



The last engagement on May 10 was in Scotland; a musical soirée at Blair Castle, the home of the Duke of Atholl, chairman of the Institution. The Duke of Kent is seen here with the Duke of Atholl and (l) the late Guy Bassett-Smith, a member of the organising committee who sadly died shortly afterwards while on holiday in Skye. The musical entertainment for the soirée was provided without charge by Bill McCue, who sang operatic arias and Scottish songs interspersed with anecdotes from his own experience. The evening, which was greatly enjoyed, was organised by Mrs Margaret Hewitt and her committee.

photograph by courtesy of Brodrick Haldane





Sir Nigel Cecil, Lieutenant Governor of the Isle of Man, aboard Douglas lifeboat with Coxswain Robert Corran.

photograph by courtesy of
Isle of Man Times

Colby Cubbin No 1. His Excellency, who is patron of Douglas branch, had made a special request to go to sea in the lifeboat and later thanked the crew, commenting that it was pleasant to get a breath of fresh air and to be in such good company.

Major appeal

Safeway Food Stores ran a highly successful charity month on behalf of the RNLI during April. The chain of over 100 stores throughout the country held a series of collections and fund-



Moored together in Newlyn Harbour: the two 52ft Aruns given to the Institution by David Robinson—Mabel Alice, Penlee lifeboat, and Charles Brown, which recently went on station at Buckie.

photograph by courtesy of John Corin

raising events to raise money towards a new 47ft Tyne class lifeboat. Methods used to raise the money ranged from a 9,000-mile drive from Southampton to San Francisco, a hot rod taken round the country and parachute jumps. A cheque for £153,819 was handed over by Mr T. E. Spratt, chairman and managing director of Safeway, to Vice-Admiral Sir Peter Compston, a deputy chairman of the RNLI, at Poole on June

6. Money is still coming in.

In thanking Mr Spratt who had expressed his pride that Safeway was able to make this substantial contribution, Admiral Compston said:

'Never in our experience has any organisation been able to raise so much money in such a short time. The sum raised will go towards the building of a lifeboat which will be called Safeway. What more appropriate name could there be?'

LIVERPOOL GARDEN FESTIVAL

THE INTERNATIONAL Garden Festival '84 is the first major project to be undertaken by Merseyside Development Corporation, which was established by the Right Honourable Michael Heseltine, MP, in March 1981 when he was Secretary of State for the Environment; the Corporation's purpose is to recreate Merseyside derelict sites, mainly dockland, by improving the environment and attracting new industrial, commercial, leisure and housing projects. An International Garden Festival is held each year in a different country, and Liverpool was chosen as the English city to host the 1984 festival. The site covers a 200-acre strip, two miles long and half

a mile wide, along the River Mersey and, in view of Liverpool's tradition of shipping, the festival was given a maritime theme. Not surprisingly, therefore, the RNLI was invited to take part.

A most attractive RNLI exhibit has been established close to the main entrance and alongside the River Mersey, thanks to the willing help of a great many people; in particular an enormous amount of assistance has been given by Harry Jones, former coxswain of Hoylake lifeboat. The organisation was largely the responsibility of Dennis Price, area organiser (NW).

The heart of the exhibition is the 35ft 6in Liverpool lifeboat *William and*

Laura, which has been lent by the Ulster Folk and Transport Museum, Belfast, to whom she was sold in 1981. The lifeboat was shipped over to Liverpool free of charge by Pandoro, a subsidiary of P and O, and she was carried from Liverpool Docks to the site by Chris Miller Hauliers of Preston, again without cost to the RNLI; ultimately she will return to Belfast in the same way. Re-painting of the lifeboat, following her transportation, was undertaken by Abingdon Youth Training Scheme, Liverpool.

McTay Marine of Bromborough have built for the RNLI a most attractive structure, in the form of a ship's bridge, from which our souvenirs can be sold. The stall will be manned throughout the 5½ months of the festival by volunteers from the branches and guilds on Merseyside. The South Liverpool branch of the Royal Naval Association is also making a great contribution; its members will be on site each day to look after the lifeboat and also to undertake any heavy work for the ladies.

The festival was opened on Wednesday May 2 by Her Majesty The Queen, accompanied by His Royal Highness The Duke of Edinburgh. It was a beautiful sunny day which, it is hoped, will set the pattern for the rest of the festival; members of other branches and guilds and Shoreline members who may visit Liverpool will be most welcome at the lifeboat stand.—D.M.J.



The former Liverpool lifeboat *William and Laura*, normally on display at Ulster Folk and Transport Museum, is the heart of the RNLI's exhibition at Liverpool Garden Festival.

LIFEBOAT SERVICES

South West Division

German tug, Dutch coaster

ON THE AFTERNOON of Tuesday January 3, 1984, the West German tug *Fairplay X* fouled her propeller in St Ives Bay while trying to pass a towline to the Netherlands coaster *Orca*; the coaster, her engine disabled, had been dragging her anchors. When, however, lifeboat help for *Fairplay X* was requested at 1640 by the St Ives pilot, *Orca's* anchors appeared to have taken hold. The maroons were fired at 1644 and at 1700 the 37ft Oakley relief lifeboat *The Vincent Nesfield*, on temporary duty at St Ives, launched from her carriage and set out on service at full speed under the command of Coxswain Thomas Cocking, Snr.

The lifeboat was launched half an hour before high water on a spring tide, well within the protection of St Ives Harbour. Squalls of rain were being driven down by a north-north-westerly gale, but the tug could be seen easily as the lifeboat cleared the harbour entrance.

At 1710, as the lifeboat approached, *Fairplay X's* captain asked, by radio, for five men to be taken off. The tug was head to sea with her anchor out but she was dragging towards the shore; her propeller was fouled by her own tow wire. In the north-north-westerly force 8 gale, gusting to strong gale, force 9, and with 12 foot seas, she was pitching heavily and shipping seas over her bows.

After heavily fendering the lifeboat's starboard side Coxswain Cocking made a trial run in to the tug's port side, immediately aft of her bridge. He then took the lifeboat clear and approached again. On the coxswain's instructions, two men jumped aboard the lifeboat to be grabbed by the crew as the coxswain steamed clear. The third run alongside had to be abandoned but the fourth run was successful and two men leapt aboard while another was dragged into the well deck by two lifeboatmen. As a result of the severe motion alongside, when the lifeboat came clear the belting on her starboard quarter was hanging off and the VHF aerial had been broken at its base. Using the VHF emergency aerial, Coxswain Cocking informed Fal-

mouth Coastguard that five of the men had been taken off. It was 1730.

The spring tide began to ebb from the Hayle Estuary at about six knots, as the water held up in Hayle Basin started to run out; the tug took up a south-easterly heading and she started to touch bottom in each trough. Because of the possibility of a capsizing in the high seas with the gale against the tide, Coxswain Cocking advised the tug's captain to abandon ship and, at 1750, after a link call to his owners, the captain agreed.

With Second Coxswain John Perkin detailed to keep him informed of any exceptionally large seas coming up from astern, Coxswain Cocking approached the port side of the tug. The two remaining men jumped aboard and the lifeboat came astern, cleared the casualty and set off for St Ives at 1755. The Coastguard were advised to cancel the helicopter which had been scrambled.

The passage back to St Ives was made without difficulty and the seven men were landed on East Pier into the care of the station honorary secretary. The lifeboat was placed on a mooring at 1825, awaiting enough uncovered beach to make possible recovery on to her carriage.

At 2222 Falmouth Coastguard informed the station honorary secretary that the Netherlands coaster *Orca* was again dragging her anchor. A police car was despatched to inform Coxswain Cocking, the message reaching him at 2224 just as the recovered lifeboat was being hauled up the slip on her carriage.

The spring tide was half an hour before low water when, at 2236, the lifeboat was launched 25 yards seawards of the pier. With the north-north-westerly strong gale, force 9, and six-foot seas breaking over the lifeboat's bow, exact timing was essential if a safe launch from the carriage was to be made. Coxswain Cocking displayed a high standard of seamanship in executing the task successfully. *Orca*, well lit, could be seen clearly through the squalls and a direct course was set for her.

At 2247, Coxswain Thomas Cocking approached the port side of the coaster and asked the master what were his intentions. Falmouth Coastguard advised him to keep as few men on board as possible and the master told the lifeboat by radio that he wished five people to be taken off. With both anchors out, *Orca* lay head to sea, as the tide was slack, pitching heavily. Seas estimated at 15 feet high were being shipped overall. The surf was breaking about 100 feet astern of the coaster.

At about 2300, Coxswain Cocking brought the lifeboat alongside *Orca's* port side, just forward of her superstructure, abreast of No 2 hatch. On the coxswain's instructions, one man leapt into the forward well to be received by the lifeboat crew. The jump had to be timed to coincide with the passage of one of the 12-foot crests. The lifeboat

was then driven clear before circling back to port. This manoeuvre was repeated four times more, one man being taken off each time. The fifth man missed the well but he landed safely on the foredeck.

The lifeboat then lay off the port side of the casualty, which was gradually approaching the surf line. Occasionally a larger crest, estimated at 18 feet, was carried down to the coaster and was shipped overall. Meanwhile Falmouth Coastguard advised the master to abandon his ship and take to the lifeboat because his rigging made a lift off by helicopter too dangerous.

Two further runs were made alongside at 2308 and the two remaining men were successfully taken off. In trying to steam ahead to clear the casualty, the lifeboat's starboard forward belting was damaged and then Coxswain Cocking was unable to make the bow pay off to port. A particularly high crest could be seen approaching. With great presence of mind, Coxswain Cocking put his engines astern, entering the surf line; he lined up with the stern of the coaster while the high crest passed through and then steamed up her starboard side and headed for St Ives.

After a very rough passage back to St Ives the lifeboat was grounded on the bank, in breaking seas, 50 yards off Smeaton (East) Pier. The tractor pennant was attached and with the lifeboat engines turning ahead she was towed up in line with the piers. At 2345 the seven seamen were helped ashore. The lifeboat was rehoisted, refuelled and once again made ready for service at 0100 on Wednesday January 4.

Orca's anchors subsequently held, keeping her afloat at the edge of the surf line. During the following afternoon the pilot boat put three men aboard the coaster and the salvage tug *Caribic* towed her to Penzance. The tug *Fairplay X* was carried ashore, still upright, on the east side of Hayle Channel; she remained ashore until she was towed off on January 16.

For this service a bar to his silver medal was awarded to Coxswain Thomas Cocking, Snr. Medal service certificates were presented to Second Coxswain John N. Perkin, Motor Mechanic Thomas Cocking, Jnr, Assistant Mechanic David L. Smith and Crew Members Eric T. Ward, Philip Allen and Andrew J. Perkin.

South West Division

Freighter sinks

CROSSMA, the French Rescue Co-ordination Centre at Joburg, informed St Peter Port Radio, Guernsey, at 0104 on Tuesday January 24, 1984, that the Liberian freighter *Radiant Med* had developed a serious list 13 miles north west by north of Roches Douvre Lighthouse. Crossma asked if St Peter Port lifeboat could be launched to help. This information was passed to the station

honorary secretary who immediately assembled the lifeboat crew. The French warship *Casabianca* was standing by the casualty. At 0113 *Radiant Med* reported that she was sinking and asked for immediate assistance.

At 0128 St Peter Port's 52ft Arun lifeboat *Sir William Arnold* slipped her moorings and set out at full speed under the command of Coxswain Michael Scales. A strong gale, force 9, was blowing from west north west. At St Peter Port Harbour entrance, sheltered by the island, the sea and swell were moderate, under a cloudy sky. Visibility was moderate but reduced by rain and hail squalls. Low water neaps had passed some three hours earlier.

When clear of the harbour a course of 180°M was set. At about 0140, from a position nine cables south of St Martin's Point, the course was altered to 260°M, allowing for wind and tide. Severe sea conditions were met. Coxswain Scales made every attempt to achieve full speed but was frequently obliged to put the engines into neutral as he negotiated breaking crests more than 40 feet high; gusts up to violent storm, force 11, were accompanied by severe rain squalls. At one time the lifeboat was thrown on to her beam ends and came upright on a heading of 120 degrees. Three of the crew, most experienced men, were severely seasick and the coxswain himself had difficulty in reading the compass because of the motion.

At 0253 Coxswain Scales was able to obtain the latest information from *Casabianca*. The warship had found survivors but was unable to pick them up

because of her size. The lifeboat was brought within half a mile of the warship and then hove-to while Coxswain Scales went up to the upper steering position and organised his crew with lifelines and searchlights. Following the warship's directions the lifeboat steamed 330°T at four to five knots for three quarters of a mile, and at 0315 spotted two small white lights in the water.

The tide was flowing west south west at 1½ knots. The wind, still blowing from west north west, was force 9 gusting to 11 and this combination created a very steep sea with occasional crests 40 feet high. Coxswain and crew, already exhausted by the violent motion during the passage out, were cold from the heavy rain and the very heavy salt spray.

The two white lights came from a ship's boat about 25 feet long. She only had 8 inches freeboard and the sea was washing in and out of her as she lay across the wind. Coxswain Scales made his approach from a position to windward of the boat, swinging to port to bring the lifeboat alongside and upwind. A heaving line was passed from the lifeboat and ropes and falls trailing in the water were caught and looped over the lifeboat's after bitts.

In the lee of the wheelhouse, on the starboard side, five lifeboatmen, attached by lifelines, assisted aboard the only two survivors able to help themselves; the others had to be hauled aboard, over or through the rails, one of them apparently unconscious. The after deck soon became congested by the

survivors and, as he was unable to manoeuvre at that time, Coxswain Scales left the wheel to help move the men from the after deck into the wheelhouse. Nine men were successfully taken off the ship's boat. A tenth man was seen in the boat, apparently dead, when Coxswain Scales seized an opportunity to manoeuvre clear before the interaction between the lifeboat and the ship's boat should cause the latter to sink. After making sure his nine survivors were safe Coxswain Scales again approached the ship's boat. The searchlight revealed the tenth man face downward and under a thwart, entangled in rope and sails, but he was dead. The coxswain took the decision to search elsewhere for other survivors rather than to recover the body.

Motor Mechanic Robert Vowles had remained in the deckhouse attending to engines and radios. As the first aid expert in the crew he took care of the survivors as they were passed to him. Cutting off their lifejackets and outer clothing he wrapped them in blankets and secured them in the fore cabin in an effort to combat hypothermia and shock. One man, later found to be a radio officer, caused him great concern. Placing him in a space blanket he wedged him between seats in the deckhouse, using lifejackets for protection. He hoped that heat rising through the deck from the engine room would be beneficial. The man, who had very little pulse, was breathing shallowly so, every ten minutes or so, Motor Mechanic Vowles rubbed him all over and pummelled him to stimulate his pulse and help him to remain conscious.

Coxswain Scales was starting a search of the area when the warship directed her on a course of 080°T to a liferaft. In heavy rain the lifeboat made for the position at full speed. The searchlight revealed that what had been thought to be the liferaft was indeed the forefoot of the sunken *Radiant Med* and the coxswain had to make an emergency stop. The warship was informed that part of the ship was still above the surface. The time was then 0404.

The search was continued, but with the arrival of HMS *Orkney* and a Sea King helicopter from RNAS Culdrose, and in view of the condition of the survivors, at 0430 the lifeboat was released to start back for St Peter Port. In the very heavy following sea she broached several times and it was only when the lee of the island was gained that full speed could be maintained.

The lifeboat reached harbour at 0613 and the survivors were handed into the care of St John Ambulance Brigade officers. After refuelling, the lifeboat remained on stand by until 0842 at the request of HMS *Orkney*, now 'on scene commander'. Fourteen bodies were recovered during the next few days; three men were missing, presumed dead.

For this service the bronze medal was awarded to Coxswain Michael J. Scales and the thanks of the Institution in-



St Peter Port lifeboatmen with *Radiant Med* crew members rescued on January 24. Before the survivors left Guernsey the lifeboatmen took them on an island tour but a lifeboat alert towards the end of the afternoon meant a dash to St Peter Port Harbour for them all. The rescued seamen saw an impressive turnout but the lifeboat had just cleared the pierheads when she was recalled. Coxswain Michael Scales (centre back) was awarded a bronze medal for the service to *Radiant Med* and Motor Mechanic Roberts Vowles (second from l, front standing line), the thanks of the Institution inscribed on vellum. Seated (on right) is Second Coxswain Bougourd.

photograph by courtesy of Brian Green



Peterhead: Very strong winds and heavy seas were experienced in the Peterhead, Aberdeenshire, area during January this year. On Sunday January 22 the 48ft 6in Solent class lifeboat James and Mariska Joicey launched at 0248 to stand by an oil rig which had broken her moorings in a blizzard and was drifting across Peterhead Bay; eventually she ran aground. A storm, force 10, gusting to violent storm, force 11, was blowing from the south south east. The lifeboat stood by while 29 men were lifted from the rig by two helicopters, eventually returning to station at 0605 bringing with her an injured crew member from a tug.

Twenty-two men remained on board the rig which was subsequently refloated. At 1430 the same day James and Mariska Joicey was launched in the continuing storm force winds and very high seas to escort five fishing vessels into the bay and harbour; the swell was up to 40 foot high. This photograph was taken at the entrance to the bay, between two breakwaters, soon after the lifeboat, scarcely visible, had launched. Coxswain/Mechanic John Buchan was in command for both services; his comment: 'It's all in a day's work'.

photograph by courtesy of Aberdeen Journals

scribed on vellum were accorded to Motor Mechanic Robert L. Vowles. Medal service certificates were presented to Second Coxswain Peter N. Bougourd, Assistant Mechanic Alan F. Martel and Crew Members Peter J. Bisson, Michael Guille and Richard J. Hamon.

Scotland North Division

Moorings parted

PENTLAND COASTGUARD telephoned the honorary secretary of Kirkwall lifeboat station at 0915 on Sunday January 22, 1984, to report that the 16-ton fishing vessel *Benachie* had parted her moorings and gone on to the beach on the south of the Island of Rousay, some nine miles north of Kirkwall. Her owner and two of his crew had managed to board and were trying to salvage the vessel. The assembly signal was made at 1000 and ten minutes later Kirkwall's 70ft Clyde lifeboat *Grace Paterson Ritchie* slipped her moorings and set out on service under the command of Coxswain Captain William Sinclair.

It was three hours before high water

springs with a storm force 10 blowing from the south east. The sea was rough and visibility, about one mile, was reduced during snow showers.

The lifeboat cleared harbour and headed for Rousay at full speed. Very heavy seas were met when clearing the island of Shapinsay and the sea became even heavier between the islands of Wyre and Egilsay, with the wind against the flood tide. It was a following sea and full speed was maintained.

As the lifeboat cleared east of Wyre, at 1115, *Benachie* was sighted on a lee shore. She had been blown along a sandy beach but was now between rocks and there was no possibility of her crew leaving her; a 30 foot bank prevented them from clambering ashore. The fishing vessel was rolling heavily, first one and then the other gunwale going under the water. A very heavy sea was running and waves were breaking over the casualty.

By now the south-easterly storm was gusting to violent storm, force 11, and it was still against the flood tide. The snow showers had become a blizzard.

Coxswain Sinclair anchored 200 metres off shore, up tide of *Benachie*, and veered down until the lifeboat was

about 40 metres off the fishing vessel. A line was fired across but landed about two metres down wind of *Benachie*. As the lifeboat's anchor was dragging, Coxswain Sinclair weighed anchor and moved up tide to re-anchor. The sea bed is hard sand in this area. As the lifeboat was moved the line came close enough to the fishing vessel for her crew to get hold of it. A towline was passed and the casualty pulled clear of the rocks. She was escorted to Wyre Pier for inspection. All was found to be sound so Coxswain Sinclair altered course for station.

On the return passage, speed was reduced because of the very rough conditions met until the lifeboat reached the lee of Shapinsay. By 1325 *Grace Paterson Ritchie* was back on station and once again ready for service.

For this service the bronze medal was awarded to Coxswain Captain William S. Sinclair. Medal service certificates were presented to Second Coxswain Andrew L. Grieve, Motor Mechanic Dupre A. Strutt, Second Motor Mechanic Robert S. Mainland, Emergency Mechanics Michael Drever and Michael Foulis and Crew Members Robert M. Hall and Geoffrey R. Gardens.

West Division

Quick response

AT ABOUT NOON on Tuesday July 26, 1983, Mark Lacey, a 14-year-old schoolboy, and a friend had just returned to the beach at Fairbourne, Gwynedd, after a trip in Mark's 10ft Achilles inflatable. They were preparing to take the boat back to Mark's home a short distance away when, looking out to sea, they saw what appeared to be a 'covered inflatable' about three quarters of a mile off shore.

Watching the craft, Mark saw a splash and thought that something must be wrong; either someone had fallen overboard or the craft had capsized. He immediately launched his own boat, at the same time shouting to a woman on the beach asking that she telephone the rescue services.

It was 1½ hours after high water with an easterly offshore moderate to fresh breeze, force 4 to 5, giving a slight to moderate sea. There was a slight south-westerly swell.

Mark's boat was powered by a 4hp Mariner outboard engine and he headed at full throttle for the area in which he had seen the splash. It took him about five minutes to get there; on arrival he saw two cheap plastic inflatables being blown out to sea and a man not wearing a lifejacket floundering in the water.

Mark took his boat alongside the man, who immediately grabbed hold. The boat was so small that there was a real danger that she could have capsized but Mark, while doing his best to ensure the boat's stability, managed to drag the man from the water; he was in a most distressed state and lay in the boat while Mark returned to the beach at full speed. A doctor arrived shortly afterwards and the man was given oxygen before being taken to Dolgellau Hospital for observation.

It was later learnt that the man had set out in the plastic boat chasing a similar one which had been blown out to sea. When the boat he was in had capsized he had tried to grasp it but it was so lightweight that the wind had blown it out of his reach.

For this service the thanks of the Institution inscribed on vellum were accorded to Mark Lacey and he was also presented with an inscribed wristwatch.

West Division

Anchor dragged

THE HONORARY SECRETARY of Tenby lifeboat station was informed by HM Coastguard at 0445 on Sunday September 25, 1983, that the yacht *Sailing Bye* had dragged her anchor and was aground on the north beach, Tenby. Maroons were fired and at 0455 the 46ft 9in Watson

class lifeboat *Henry Comber Brown* launched on service with Second Coxswain John John in command.

It was five hours before high water. A fresh onshore breeze, force 5, was blowing from the east and the sea was rough with a moderate swell.

The yacht was sighted immediately, aground some 400 yards west north west of the lifeboat station. Acting Coxswain John headed for her at full speed, arriving in three minutes after launching. He found that the casualty, a 27ft deep keel yacht, was heading about south east and lying broadside to the heavy surf; she was listing well over to starboard and being buffeted by the seas. There were two men and three children on board.

Before launching Acting Coxswain John had put the station Avon Redstart inflatable dinghy on board. With the young flood flowing along the shoreline he decided not to anchor but to hold his position using his engines and to veer the small inflatable down to the yacht with a warp. The surf running in to the beach was estimated to be five to six feet high.

Crew Members Nicholas Crockford and Nicholas Tebbutt manned the inflatable. They rowed down towards the yacht under the watchful eye of Acting Coxswain John who, by adjusting his position in relation to the drift of the dinghy, greatly helped in the transfer of the line.

By 0507 the line was made fast aboard *Sailing Bye*. Acting Coxswain John was then able to steady the yacht while the inflatable was taken round to her stern, where the two crew members took aboard the youngest of the three children, a nine year old. The shore being closer than the lifeboat, they then rowed in through the surf and handed the child into the care of the waiting Coastguard.

Preparing to relaunch the inflatable dinghy, Crew Member Tebbutt manned the oars while Crew Member Crockford remained in the water to steady the boat and push off through the surf. Just as they were about to return to the yacht a large sea swamped the inflatable and capsized her, throwing Crew Member Tebbutt into the water as well. The boat was righted but, as it looked as though any further attempts to row out would be unsuccessful, the two lifeboatmen decided to try to push the inflatable out through the surf to the casualty.

With one crew member on each side the inflatable was successfully taken back to the yacht. During this operation both men were frequently totally immersed and lifted off their feet but, with great courage and determination, they persevered. The other two children, both aged 11, were ferried safely back to the beach in this way and by about 0518 had been handed into the care of the Coastguard.

Throughout this operation Acting Coxswain John had maintained his position, illuminating the scene with his

searchlight and steadying the yacht with the warp. Now that the children were safely ashore he began to tow the boat, with the two men still on board, off the beach into deeper water. All the indications were that she was still sound and, once clear of the surf, a check was made to confirm that all was well.

The yacht was towed to a safe mooring outside Tenby Harbour and secured at 0530. As it was too rough to rehouse the lifeboat she was placed on her mooring. The two men and the three children were all taken by the deputy launching authority to his home where they were given hot baths, dry clothing and warm drinks.

For this service the thanks of the Institution inscribed on vellum were accorded to Crew Members Nicholas R. Crockford and Nicholas Tebbutt and a framed letter of thanks signed by the Duke of Atholl, chairman of the Institution, was sent to Second Coxswain John John, acting coxswain. Vellum service certificates were presented to Crew Member Mike Crockford, acting second coxswain, Motor Mechanic Charles H. Crockford, Assistant Mechanic Roy Young and Crew Members Denny Young and William M. Truman.

East Division

Swept into sea

AN ANGLER SWEPT into the sea north of Filey Brigg was reported to the deputy launching authority of Filey lifeboat station by HM Coastguard at 1222 on Sunday September 25, 1983. Nine minutes later the station's D class inflatable lifeboat was launched from her trailer and set out at full speed; she was manned by Helmsman Malcolm Johnson and Crew Members Colin Haddington and Kenneth J. Rennie.

The day was fine and clear with little wind but moderate waves were breaking on the beach caused by a heavy swell running after previous northerly gales. It was low water.

As the lifeboat rounded the rocks of Filey Brigg the swell increased to a height of 10 to 15 feet. Turning north west to search for the missing angler, the lifeboat crew sighted him lying face down in the water about 800 feet from the shore. Helmsman Johnson headed straight for him and when the lifeboat came close, at 1235, Crew Member Haddington jumped overboard to hold the man clear of the water. The outboard engine was cut and the angler pulled into the inflatable lifeboat. Crew Member Haddington, still in the water, started mouth-to-mouth resuscitation immediately and continued while Crew Member Rennie made radio contact with an RAF Wessex helicopter which had arrived overhead. The helicopter picked up the unconscious man at 1237 but sadly he was found to be dead on arrival at hospital.

By 1258 Crew Member Haddington had been recovered from the water, the outboard engine restarted and the lifeboat was on her way back to base. She arrived on station at 1302 and was rehoused, refuelled and ready for service at 1318.

For this service a letter of appreciation signed by Rear Admiral W. J. Graham, director of the Institution, was sent to Helmsman Malcolm Johnson and Crew Members Colin Haddington and Kenneth J. Rennie.

East Division

Submerged object struck

HM COASTGUARD informed the honorary secretary of Filey lifeboat station at 2048 on Tuesday December 20, 1983, that the coaster *Rito* was in difficulty three miles north east of Filey Brigg. Water was flooding into her engine room after she had struck a submerged object; she had lost her engines and her crew of four were preparing to abandon ship. Filey's 37ft Oakley lifeboat *Robert and Dorothy Hardcastle* launched from her carriage at 2100 and set out on service under the command of Coxswain Frank Jenkinson.

The evening was overcast but clear with a strong breeze, force 6, gusting to near gale, force 7, blowing from the south east. It was four hours after high water and there were heavy breakers in the launching area.

Once clear of the beach surf the

lifeboat made full speed to clear Filey Brigg and head for the casualty. A radio message from *Rito* at 2115 reported that she was still making water in the engine room and her pumps could not clear it. She also reported that she intended to drop anchor. A Wessex helicopter from RAF Leconfield arrived over head at 2117 but *Rito's* crew did not want to be winched off in the prevailing conditions. The wind had risen to near gale, force 7, and the sea was rough with a 15 feet south-easterly swell. The tide was setting north at one knot.

When the lifeboat arrived a few minutes later, at 2124, she found *Rito* lying at anchor, head to sea and wind, with a list to starboard of 15 degrees. The area was being illuminated by the helicopter and by *mv Rorahead* which was about three quarters of a mile to seaward, trying to give some lee.

Coxswain Jenkinson circled round the listing coaster, looking for the best approach and checking floating debris with his searchlight. At 2129 the captain of *Rito* asked that his crew be taken off; he said he would remain on board. As, with the casualty lying head to sea, there was no lee, despite *Rorahead's* efforts, Coxswain Jenkinson decided to come in on *Rito's* port side. The starboard side of the lifeboat was fendered up and three crew members were stationed along that side, attached by safety lines, ready to receive the seamen. Second Coxswain/Mechanic Graham Taylor manned the engine controls so that the coxswain could concentrate on steering.

The heavy head seas made a slow approach or lying alongside without damage impossible. A first run in was made at 2139. This approach, however, was found to be too fine, with the head seas breaking over the bow of the lifeboat and pushing her towards the casualty. Successive approaches were then made with the lifeboat clearing to port each time. It took seven approaches before the first man was taken off at 2148. The second man was taken off after two more runs and the third after another five runs at 2157.

The captain of *Rito* said that he wished to remain aboard his ship, and *Scarborough's* 37ft Oakley lifeboat *Amelia* launched at 2158, with Coxswain Ian Firman in command, to stand by the casualty and free Filey lifeboat to land the other three men. At 2205 VHF radio contact was lost with *Rito* but within eight minutes the helicopter had put a portable VHF set aboard the coaster. At 2245 *Rito's* captain agreed with the Coastguard that he should be taken off, so Filey lifeboat started another run in at 2251. As she came close a heavy breaking sea swung the lifeboat round and her stern struck the side of the casualty with some force. The lifeboat cleared to port and took off the captain on a second run at 2301.

Filey lifeboat, now joined by *Scarborough* lifeboat, set course for Scarborough Harbour. The two boats arrived at 2354 and landed *Rito's* four crew. After a break for a hot drink, Filey lifeboat set off for her own station at 0044 on Wednesday December 21. She was



Scarborough lifeboat, the 37ft Oakley *Amelia*, under the command of Coxswain Ian Firman, setting off soon after 1100 on January 26, 1984, to help the Fleetwood trawler *Navena*, which was making water and listing about nine miles north east of Scarborough. A gale, force 8, gusting to strong gale, force 9, was blowing from the south east and the sea was rough, with waves 20 feet high at *Navena*. The trawler's 11

crew had been lifted from the vessel, from liferafts and from the water by two helicopters by the time the lifeboat arrived, at 1215, but, at the request of the Coastguard, the lifeboat recovered one of *Navena's* liferafts and brought it back to Scarborough. *Amelia* had launched minutes before this picture was taken from the shore.

photograph by courtesy of S. Jenkinson

beached safely at Filey at 0218 and was rehoused and once again ready for service at 0313.

Scarborough lifeboat stayed afloat for the rest of the night, and the next afternoon stood by while *Rito*, still listing, was towed into Scarborough by a local fishing boat.

For this service the thanks of the Institution inscribed on vellum were accorded to Coxswain Frank C. Jenkinson of Filey lifeboat. Vellum service certificates were presented to Second Coxswain/Mechanic Graham V. Taylor, Assistant Mechanic Laurance Goodlad, Second Assistant Mechanic Bruce W. Jenkinson and Crew Members Colin Haddington, Barry T. Jenkinson and Kenneth J. Rennie.

Western Division

Four rescued

PENRHOS COLLEGE for Girls, at Rhos-on-Sea, Clwyd, has a rescue boat as a community project. This boat, a 16ft Tornado rigid inflatable powered by a 30hp Suzuki outboard engine, is run for the school by Brian Allen, an art teacher who is also an auxiliary coastguard.

At about 1350 on Tuesday February 28, 1984, Brian Allen saw through the window of his classroom what appeared to be a small boat very low in the water some half mile north east of Rhos slipway. Watching the boat for a few minutes, he became concerned for its safety so, at 1355 he informed Holyhead Coastguard that he was going to launch the college rescue boat to investigate.

Brian Allen alerted Eleanor Evans, the 17-year-old head girl of the college who is the senior helmsman; together they ran to the rescue boat, which is kept in the college grounds, and towed it to the slipway. They launched the boat at 1410 and drove at full speed for the area in which the small boat had been seen.

It was one hour after low water. The wind was light and variable, force 1, giving a smooth sea with no swell. Visibility was about a mile with mist patches.

From the slipway the small boat could not be seen but Brian Allen guided Eleanor, who was at the helm, to the area of his first sighting. When about a quarter of a mile offshore they came across some flotsam and then saw a man in the water a short distance away. With difficulty he was pulled aboard the rescue boat, when it was found that he was unconscious and showing signs of hypothermia. Eleanor placed him in a plastic survival bag while Brian Allen, now at the helm, began to search the area.

By VHF radio, a fishing boat told Brian Allen that they could see three people in the water. Following the fishermen's directions, the rescue boat found a young boy who, when taken

from the water, was also seen to be unconscious and suffering from hypothermia. A second man and child were then seen and recovered into the boat; both were still conscious but unable to speak. Using sign language Brian Allen established that he had recovered all the survivors and he then immediately set course back to the beach; he had already asked that a doctor and ambulance be called.

During the run to shore, Eleanor lay alongside one of the children, who appeared to be in the worst state, to sustain him with the heat of her body.

To save time in transferring the casualties, Brian Allen drove the rescue boat straight up on the beach; the boat was then loaded straight on to her trailer, with the two men and two children still on board, and taken up on to the promenade. When the ambulance arrived all four survivors were taken to hospital where they were detained for 24 hours; it was reported, however, that they suffered no lasting effects.

The rescue boat was then returned to the college.

For this service framed letters of thanks signed by the Duke of Atholl, chairman of the Institution, were sent to Brian J. Allen and Eleanor Evans; Eleanor was also presented with an inscribed wristwatch.

East Division

Knockdown

THE COASTGUARD informed the deputy launching authority of **Flamborough** lifeboat station on Monday January 23, 1984, that three Bridlington cobles, *Serene*, *Eva Ann* and *Challenge*, had been caught in worsening weather north of Flamborough Head. At 0920 Flamborough's 37ft Oakley lifeboat *The Will and Fanny Kirby*, launched directly down her slipway and, under the command of Coxswain James Major, set out on service to the cobles one mile north of the station.

The morning was heavily overcast with sleet squalls, and a near gale, force 7, was blowing from the south east. The sea was rough with a heavy swell; it was 1½ hours after high water.

The three fishing boats were unwilling to try to come back round Flamborough Head in the deteriorating weather so, at 0955, the lifeboat started to escort them towards Scarborough, further north up the coast.

At about this time the honorary secretary of **Scarborough** lifeboat station was informed of the situation by the Coastguard. The 37ft Oakley lifeboat *Amelia* was launched at 1007 and, under the command of Coxswain Ian Firman, headed for Filey Brig to meet the cobles. *Amelia* joined the escort at 1104 and by 1130 all the boats were off Scarborough.

By now the south-easterly wind had

increased to gale force 8 with a heavy surf running into the bay. Scarborough lifeboat approached the harbour to assess the situation and it was obvious that the open fishing boats would not be able to enter safely. After consultation it was decided to make for Whitby and that, as more than one of the cobles might run into trouble at the same time, they should be escorted by both lifeboats. Passage was made, with the cobles having to stop at times to pump out water shipped aboard.

As the little flotilla drew near, **Whitby's** 44ft Waveney lifeboat *The White Rose of Yorkshire* slipped her moorings under the command of Coxswain/Mechanic Peter Thomson. She stood by the entrance while, at about 1350, the three cobles, escorted by the two lifeboats, entered harbour. Whitby lifeboat was back on her mooring at 1415.

After their crews had taken a hot drink, Flamborough and Scarborough lifeboats set out to return south together. They left harbour, with Flamborough lifeboat leading, at 1506. At 1518, clear of Whitby Buoy, both boats drove into a head sea which was not in itself unusually big; behind it, however was a very deep trough into which they landed heavily. The compass on Flamborough lifeboat jumped out of its gimbals; it was replaced and lashed, but, binding on the lashings, it could not be used. While the passage continued, with Scarborough lifeboat now leading, Flamborough lifeboat was informed through the Coastguard that it would be impossible for her to beach at her own station. Both boats therefore made for Scarborough Harbour.

When the two lifeboats arrived off Scarborough they discussed the entry on the VHF radio. By now the wind had backed to east south east and was gusting to storm force 10. It was two hours before high water and the very rough seas and heavy swell were building up rolling breakers into the bay. Scarborough Coastguard was illuminating the scene with white parachute flares fired from the outer pier.

Scarborough lifeboat ran in down sea without a drogue and, after slowing twice to allow large seas to pass, caught a 'smooth' and ran into the harbour at full speed.

Using the same approach, Flamborough coxswain put out a drogue before running down the sea. A first run was made but Coxswain Major abandoned his approach because of a series of heavy seas and circled round to port. A second run was made but, just as the lifeboat was committed to her course and turning to starboard, a heavy breaking sea, estimated to be 20 to 25 feet high, struck the boat's starboard side knocking her over to port.

At that time Coxswain Major was at the helm; Motor Mechanic Leslie Robson was on the starboard side of the wheelhouse operating the controls;

continued on page 69

Visiting Lifeboats

came to Poole on passage
to or from Jersey
from
WEST GERMANY
and
THE NETHERLANDS



THE WEST GERMAN lifeboat *Eiswette* visited Poole on May 30 and 31 before sailing to Jersey for St Helier lifeboat station's centenary celebrations on June 1 and 2. While in Poole, Carl Max Vater, vice-chairman, and other senior officials of the German Lifeboat Society, DGZRS, held discussions with RNLi staff and the German lifeboatmen met Poole crew members. The officials also visited the RNLi Cowes Base and Fairey Allday Marine on the Isle of Wight, meeting members of Lymington and Yarmouth lifeboat stations on their way to the island.

On June 4, returning from Jersey, the South Holland Lifeboat Society's rigid inflatable lifeboat visited Poole and Cowes. The lifeboat is similar in type and layout to the RNLi Medina, has jet propulsion and, with a watertight wheelhouse, is self righting. The lifeboat was named *Koningin Beatrix* by the HM The Queen of the Netherlands; the ceremony at the Royal Maas Yacht Club in Rotterdam on April 3 was attended by RNLi Committee of Management representatives Major General Ralph Farrant and Maldwin Drummond. Lt David Stogdon, former superintendent of the RNLi's base at Cowes, who was the adviser to the South Holland Lifeboat Society in the building of *Koningin Beatrix*, was also present.

(Above) The West German 23m lifeboat *Eiswette* arriving at the RNLi Poole depot quay, Wednesday May 30. She carries a daughter lifeboat on her after deck which is launched from her stern. (Right) On *Eiswette*'s bridge deck, Rear Admiral W. J. Graham (second from r), director RNLi, greets (l to r) Capt Uwe Klein, chief SAR department, Carl Max Vater, vice-chairman, and Dr Bernd Anders, chief PR department.



The Netherlands delegation to Jersey was led by Jan Kleijwegt, who became inspector of the South Holland Lifeboat Society on the retirement of Bernard de Jong, one of the RNLi's very good friends in the International Lifeboat Conference. Bernard de Jong was also in Poole for *Koningin Beatrix*'s visit, when a certificate expressing the Institution's appreciation for his many year's service in the cause of lifesaving at sea was presented to him by Lt-Cdr Brian Miles, deputy director of the RNLi, on behalf of Rear Admiral W. J. Graham, the director, who was unable to be present.



Lt David Stogdon, former superintendent RNLi Cowes base who advised on the building of *Koningin Beatrix*, with Bernard de Jong, former inspector of the South Holland Lifeboat Society, ZHRM.

The Dutch Medina lifeboat *Koningin Beatrix* (below), which visited Poole in early June, demonstrates the exceptional manoeuvrability of her jet propulsion off the Shingle Bank.

Local Newspaper Appeal

On May 1 the director of the Newspaper Society, Dugal Nisbet-Smith, launched the Local Newspaper Week Lifeboat Appeal with the target of funding an Arun class lifeboat for the RNLi. Members of the Newspaper Society, which represents the majority of provincial daily and weekly newspapers, will be raising funds throughout the summer and autumn, culminating with Local Newspaper Week in September when it is planned to name the new lifeboat in London in front of more than 200 newsboys and girls.



ANNUAL GENERAL MEETING and presentation of awards

LONDON, TUESDAY MAY 15

pride in the past: inspiration for the future

THE 1984 ANNUAL MEETINGS of the RNLI at the Royal Festival Hall, London, on Tuesday May 15, will long be remembered by all who attended. The afternoon presentation of awards meeting is always a happy occasion but in this, the Institution's 160th anniversary year, the pleasure of the lifeboat people who came to the Festival Hall was greatly enhanced by the gracious presence of Her Majesty Queen Elizabeth The Queen Mother, a Patron of the Institution who has given her personal support and encouragement to the lifeboat service for very many years. Warmed by her smile, inspired by her ready interest in everything which affects the RNLI and its people, everyone was to depart at the end of the day much heartened. For that afternoon, the sun shone.

The annual general meeting of the governors was held in the Queen Elizabeth Hall during the morning. Looking back on 1983, the Chairman, His Grace The Duke of Atholl, was able to report a most successful outcome of the work of lifeboat people both at sea and on land. More than 3,600 operational calls had been answered by the Institution's lifeboats during the year and more than 1,300 men, women and children had been rescued from certain death at sea, while, to make the endeavours of the

lifeboat crews possible, a grand total of more than £16 million had been amassed by the fund raisers.

Among the medals for gallantry presented by the Queen Mother in the afternoon were three bars to the silver medal, awarded respectively to Coxswain Michael Berry of St Helier, Coxswain Michael Grant of Selsey and Coxswain Thomas Cocking, Snr, of St Ives, and a silver medal awarded to a young crew member from Largs, Arthur Hill, who had dived under a capsized motor cruiser to rescue a girl trapped within the hull. Awards for gallantry were presented to Mark Lacey and Eleanor Evans, both still at school, while among the awards for long and outstanding voluntary service no less than four were to branch or guild officers who had worked unstintingly for the lifeboats for 50 years or more. Keenly interested in every one to whom she made a presentation, the Queen Mother talked for a few minutes with each one of them.

* * *

A goodly number of governors met for the morning AGM in the Queen Elizabeth Hall. Welcoming them all, the Duke of Atholl, the Chairman, commented on how encouraging it was

to the Committee of Management that there was such a large and such an enthusiastic attendance. As March 4, 1984, had been the 160th anniversary of the RNLI, the Chairman first looked back on the success of the lifeboat service over the years, for, he said, the principle of a service of volunteers had hardly changed:

'Sir William Hillary showed remarkable foresight in a pamphlet which proposed the creation of a national lifeboat institution. Having defined the objectives of saving life at sea, he suggested the formation of a central committee which should "... include liberal and enlightened men from all classes and departments, naval and military officers, members of Trinity House and Lloyd's, merchants and commanders in the East India and other services ..." to run the new body. As far as I know, there are no members of the East India Company on the Committee of Management today, but I hope that we do represent a liberal and enlightened body of men and women.

'Hillary went on to propose local committees to run lifeboat stations with, in his words, "... crews selected from the bravest and most experienced persons who can be found. Volunteers should be invited to enrol themselves from amongst the resident pilots, seamen, fishermen, boatmen and others. To expect a large body of men to enrol themselves and to be in constant readiness to risk their own lives for the preservation of those whom they have never known or seen, perhaps of another nation, merely because they are fellow creatures in extreme peril, is to pay the highest possible compliment to my countrymen."

'The money to run the Institution presented no problem in Hillary's eyes, for he wrote, "... who is there to whom such an Institution once became known would refuse his aid? It is a cause which extends from the palace to the cottage, in which politics and party cannot have any share, and which addresses itself with equal force to all the best feelings of every class in the state ... the most ample means will be easily and speedily obtained for the objects of this Institution."

'Thus three distinct features of the new Institution were to be run voluntarily: the committees, the crews and the fund raisers. These features have survived to this day and they provide the basis for an Institution which has become one of the world's leading voluntary organisations.'

'Another of Sir William Hillary's early endeavours was to seek the support of the Royal Family and only 16 days after the inaugural meeting of the Institution King George IV gave permission for the word Royal to be added to the title. Since then, the Institution has enjoyed generous support from the Royal Family ...'



Her Majesty Queen Elizabeth The Queen Mother hands the RNLI's new colour to Coxswain Leonard Patten of Newhaven. Partly obscured is Mr James Westoll, Chairman of the Clothworkers' Foundation, which sponsored the colour, commissioning the Royal School of Needlework to undertake the work. Later, in her speech, the Queen Mother said: "The colour is a most fitting tribute to everyone who has been involved with the lifeboat service in the past, and it will carry forward their deeds, to those who will serve in the future."

photograph by courtesy of David Trotter

Returning to more contemporary business, the Duke defined the RNLI as the sum of the efforts of the crews, station officials, fund raisers and staff. He reported that during 1983 the Institution's lifeboats had answered 3,685 service calls, the highest annual figure yet recorded, and in the course of those services they had rescued 1,348 people:

'Every service was carried out skilfully, and with courage and compassion. Our lifeboatmen are volunteers, but their training and experience sets them apart as the professionals in sea rescue. No lifeboatman knows what conditions he may have to face when the call comes, but each is ready to put to sea when asked. This is the selfless work we are supporting and the efficient management of the work is our concern here this morning.'

It was with pleasure that the Duke told the governors that more than £16 million had been raised, enabling the RNLI to continue the boat building programme which will take it well into the next century. During 1983, three Aruns and four Bredes had been completed, the first of the Tyne class had gone on station at Selsey and three Atlantics, three 17ft 6in Zodiac MK IV D class inflatable boats and twelve 15ft 6in D class boats had been fitted out at the RNLI's Cowes base. Work had continued on the design project to provide a fast carriage launched lifeboat for the future, while a new tractor designed specifically for the arduous task of launching carriage lifeboats had been introduced. As an aside the Duke told the governors:

'During an exercise, the prototype tractor actually carried out a service, rescuing two people and their dog cut off by the tide. However, I am not recommending the tractor as a lifeboat replacement!'

Pointing out that, as these tractors cost almost £100,000, they are not exactly cheap, the Duke continued,

'Until recently, the Institution has paid VAT on its launching equipment, although lifeboat construction did not carry VAT. Following various approaches direct to the Chancellor and to MPs whose constituencies have lifeboat stations with carriage launched boats, a special clause was

inserted in this year's Budget to extend the existing VAT concession to launching equipment. This is a most welcome move and should reduce our VAT liability by about £75,000, offsetting the additional charge to be made in the future by the Customs and Excise in respect of improvements to boathouses. We are grateful to the Government for acknowledging the work of the RNLI in this way.

'Development work on the Medina lifeboat continues. This project has been beset by problems of finding suitable propulsion for her. We are now trying water jets matched to caterpillar engines which are giving encouraging results. There is a great deal of international interest in the concept of the large rigid inflatable and our colleagues in the Dutch and Norwegian lifeboat societies are both involved with these boats. Their needs are not exactly the same as ours, but exchange of information and experience is bound to be beneficial.'

This was the sort of exchange, said the Duke, which took place at the International Lifeboat Conference in Sweden in June 1983, where two RNLI lifeboats, the 47ft Tyne and the 33ft Brede, attracted a great deal of interest. The RNLI's 52ft Arun class had already won praise at home and abroad . . .

'During 1983 Fairey Marine started construction of an Arun in steel. The Institution has confidence in GRP; we are continuing to build Aruns and Bredes in this material, but there may be occasions where a steel hull will prove more suitable.'

The Duke of Atholl then turned to the splendid work of the fund raisers and read out the formal resolution passed by the Committee of Management last November:

'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.'

The Duke emphasised the importance placed on striving to keep overheads to a minimum so that people supporting the RNLI should know that their money would be spent directly on the lifeboat service. Last year only 7 per cent had been spent on administration

and 17 per cent on fund raising and publicity. The costs of new lifeboats were inevitably high. As an example, the RNLI's latest lifeboat, the Tyne, costs £430,000; four Tynes were at present building with another four on order . . .

'They represent a massive future capital commitment and to help meet this a new fleet reserve has been established. This designated fund represents a buffer against the spending to which we are already committed. £900,000 was transferred to the new fleet reserve fund, enough to build two Tyne class lifeboats, and this should be viewed against the capital commitments carried forward of £2.5 million and an authorised capital expenditure programme for 1984 which now stands at over £5.5 million.'

'After establishing the fleet reserve, the Institution was left with a surplus of £427,000; the equivalent cost of one Tyne class lifeboat. Our reserves now represent 24 weeks expenditure at current levels. Our target for 1984 is to raise over £18 million. In summary, our financial position is sound but our future lifeboat building programme will only succeed if our fund raisers keep up their magnificent work and the public continue to give us their support.'

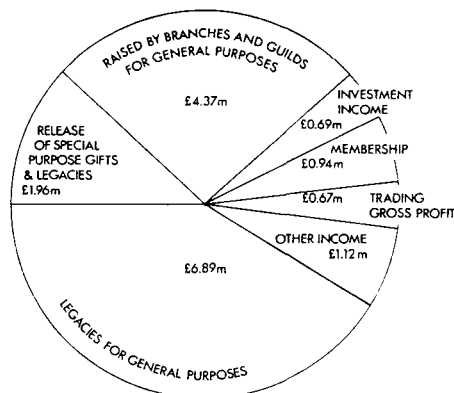
Recurrent expenditure accounted for almost half the Institution's costs, the Duke continued; these included maintenance and survey programmes, major overhauls of lifeboats and boathouses and running costs of the stations and depots as well as the expenses of the inspectorate and crew training:

'As our lifeboats become more sophisticated, so more training is needed and we are developing training programmes to make sure that our crews are fully conversant with their boat's equipment and with the techniques of modern lifesaving. Each time a station is to receive a new lifeboat, the crew spend a week of intensive training in Poole, followed by the passage to station with their lifeboat inspector. We have introduced instructional videotapes and the regular programme of training continues at the Cowes base as well as at stations, both in mobile training units and of course on the lifeboats themselves.'

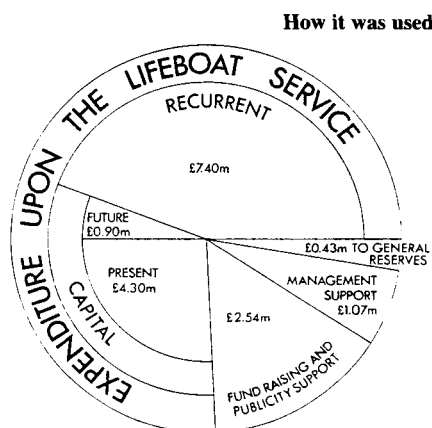
The Duke then spoke of the healthy increases shown by the RNLI's two main sources of revenue, legacies and branch and guild income, and of the expansion in Trading and Shoreline due to the tireless efforts of the fund raisers.

'I am pleased to say that the Institution's costs, though they are rising, are not far out of line with inflation, and it is always our aim to keep increases to a minimum. As our lifeboats have become busier over the years, so the volume of work needed to sustain them has increased. By improved production—a familiar cry these days—and by increasing use of modern methods we are coping with extra work without a corresponding rise in staff numbers.'

Coming to the final item of 1983's business, the Duke of Atholl reported the conclusion of the inquiry into the loss in 1981 of the Penlee lifeboat *Solomon Browne* and the vessel *Union Star*; the finding had, in fact, been announced on the day after the RNLI's



Total income 1983: £16.64m



A visual summary of the accounts for 1983: for a copy of the full 1983 report and accounts please send a 17p stamped and addressed envelope (8½zin × 10½zin) to the Editor, RNLI, West Quay Road, Poole, Dorset BH15 1HZ.

1983 AGM. Many of the conclusions were important to the Institution and showed that the RNLI and its crews were providing a first-class emergency service for the country.

'The Wreck Commissioner paid tribute to the heroism of the Penlee crew, which, he said "... enhances the highest traditions of the RNLI in whose service they gave their lives." The barrister representing the RNLI said in his final speech, "If ever one should get caught up in the mood of cynicism which at times characterises the age in which we live, one would do well to remember the men who gave their all at Penlee." I would extend those remarks to include all our lifeboatmen, past and present. For 160 years they have been prepared to give their all. Off the rocky coasts of Cornwall, in the Atlantic swells off western Ireland, in the tidal races of the Pentland Firth, across the sandbanks of the North Sea, lifeboats have carried out incredible and heroic rescues. As governors of the Institution we are here to pay tribute to the bravery of our crews and to assure them that we will continue to support their endeavours by providing the lifeboats and equipment they need. During the past year they have continued the traditions of their forebears. I am sure you agree with that.'

There being no questions, the report and accounts for 1983 were agreed unanimously by a show of hands.

Elections followed of the President, HRH The Duke of Kent; the Vice-Presidents; the Treasurer, the Duke of Northumberland; the Deputy Treasurer, Mr David Acland; and members of the Committee of Management. The names of all those nominated were read out and their election agreed unanimously, again with a show of hands. Price Waterhouse were appointed auditors for the coming year.

Among matters which were raised as 'any other business' was a question from Rear Admiral M. Morgan Giles, a member of the Committee of Management, asking about the working of the operations room in the headquarters at Poole. Rear Admiral W. J. Graham, the Director, answered:

'The room we have in the headquarters at Poole is called the Central Operations and Information Room (COIR). It is essentially a room in which we gather information from around the country. It is not a room from which we generally direct operations. If you come to think of it, the RNLI is an extremely decentralised organisation, and there is no way in which either myself or the Chief of Operations at Poole can know what the conditions are like at Lerwick or Valentia or anywhere round the country at any instant in time. So there is no intention that anyone at Poole should do any back-seat driving at lifeboat stations. On the other hand, because we are in contact with the Coastguard, station honorary secretaries are able to contact the COIR for more information. We are also able to contact the divisional inspectors of lifeboats. It is a splendid source of information.'

'We are also able to tell station honorary secretaries if there are events happening we know of that they do not. It is also a position from which station honorary

secretaries and divisional inspectors of lifeboats can be reminded of things they ought to be thinking about if an operation is in progress. If there are a number of lifeboat stations involved in any one operation, then again the COIR is in a position to co-ordinate and pass information.'

Mr P. R. Threlfall (Wellington, Somerset) then moved that the Committee of Management should be directed to send the meeting's congratulations to every station branch to whose crew members gallantry awards had been made for their magnificent work of saving life at sea. The motion was approved with hearty applause.

There being no other business, the Chairman declared the meeting closed.

* * *

After the AGM had ended, many of the governors remained in their seats to watch the showing of the RNLI's latest film, *'How Do You Say Thank You?'* Then there was time for lunch and a look round the RNLI's displays and stalls before the afternoon presentations of awards meeting. As everyone gathered in the auditorium of the Royal Festival Hall ready to greet Her Majesty Queen Elizabeth The Queen Mother there was the cheerful background of music played by the Royal Artillery Band.

At 3 o'clock the Queen Mother was escorted on to the platform by the Duke of Atholl who, after the playing of the National Anthem, opened the proceedings by welcoming Her Majesty and everyone else present.

In his Chairman's address, reviewing 1983, the Duke spoke first of the work of the Institution's lifeboats and lifeboatmen in what had been the busiest year in its history:

'The variety of rescues showed that everybody at sea around our coasts has a great debt to our lifeboatmen: merchant seamen, fishermen, pleasure boat sailors and holidaymakers were all saved last year.'

Individual acts of heroism, for which medals for gallantry had been awarded, would be recalled later in the afternoon but, the Duke of Atholl reminded the audience, these were only a few of the rescues carried out during the year which show that the RNLI provides an essential national service to Great Britain and Ireland helping all our people, for as islands, we depend on our maritime trade for our survival. The Duke continued . . .

'This lifeboat service has been run by the RNLI since 1824, and over the past 160 years the voluntary principles on which the Institution was founded have proved sound. Voluntary crews have always been formed of the best seamen available locally, giving their time and skill willingly and freely. People of local knowledge and influence have come forward to run each station efficiently. Volunteers throughout the country have supported the service by raising the money for the lifeboats. And for 160 years, a voluntary Committee of Management, of

which I now have the honour to be Chairman, has managed the Institution's affairs. All this can only be judged in the context of the service provided today. One hundred and sixty years of such activity has led to one of the world's most efficient and modern lifeboat services and although our crews are volunteers, they are professionals in sea rescue. As you listen to the citations for gallantry awards later, reflect on the local knowledge, experience, skill and sheer bravery which were necessary to save each life. I am sure that everybody in this hall will join me when I say that all our lifeboat crews have earned our highest admiration and regard.'

The Duke then expressed the Committee of Management's deep appreciation of the tremendous efforts made by the voluntary workers and fund-raising staff who, rising to the challenge once again in 1983, had raised more than £16 million. He also thanked those individuals or associations who, by giving substantial donations, had made possible the building of lifeboats. There were also a number of major appeals under way in 1984 to fund new lifeboats, including three Tyne class boats, for Fraserburgh, The Mumbles and Cromer. These appeals, said the Duke . . .

'... show the remarkable strengths of the RNLI: not only are local people prepared to provide crews and committees for their stations but they are also ready to harness their energies to help raise the money for lifeboats and this deserves all our admiration.'

He continued,

'The Institution has had a good exposure on television and in the press during the past year. For the very first time, a major documentary series featured the work of a lifeboat station when the BBC screened the programme on the Humber lifeboat in January this year. Coxswain Matthew Lethbridge of the Isles of Scilly was the subject of a 'This Is Your Life' in the same month. Local newspapers and radio stations have given extensive coverage to the book 'All At Sea' edited by Libby Purves, from which the RNLI receives all the royalties. All this has helped to create a healthy atmosphere for raising funds in 1984.'

'I can assure you that this money is urgently needed and will be well spent. We have large commitments for expenditure on boat building which must go ahead to keep our fleet modern. We are currently building Arun, Tyne, Brede, Atlantic 21 and D class lifeboats and, by replacing our old, slower classes, we are improving our rescue coverage.'

'The capital expenditure programme for 1984 is budgeted at £5.5 million, a massive sum which can be understood when the cost of a Tyne class lifeboat is £430,000. Indeed, as the building period for a lifeboat ranges from 18 months to two years, our forward financial commitments are considerable, and to help meet them a fleet reserve fund of £900,000 has been established. Notwithstanding this, we ended the 1983 financial year with a surplus of £427,000, roughly the equivalent of one Tyne class lifeboat.'

Announcing that the financial target for 1984 is over £18 million, the Duke said,



In moving the resolution at the annual presentation of awards, HM The Queen Mother likened the RNLI to a large family in which everyone plays their part.

photograph by courtesy of David Trotter

'I am confident that, with the enthusiasm of branches and guilds, the generosity of the public and the help of individuals, organisations and charitable trusts, this sum will be raised. It seems a huge task, but when it is broken down into small amounts which can be raised at individual events, and when these thousands of events are added up, the target becomes attainable.'

The Duke of Atholl now welcomed The Queen Mother . . .

'It is indeed a pleasure and an honour to introduce you today, Your Majesty, as everybody in this gathering is aware of the close personal interest which you have shown in the work of the RNLI for so many years.'

Before the Queen Mother was invited to address the meeting and present the awards, however, there was a special presentation, unique in the Institution's history. The Clothworkers' Foundation had most generously sponsored an official ceremonial colour for the RNLI, commissioning the Royal School of Needlework to undertake the work. The colour, which will only be used on very special occasions, was presented to Her Majesty, a Patron of the Institution, by Mr James Westoll, Chairman of the Clothworkers' Foundation. The Queen Mother then handed the colour into the care of the colour bearer, Coxswain Leonard Patten of Newhaven, who, escorted by Second Assistant Mechanic Brian Ashdown and Crew Member Ian Johns, bore it proudly off the platform and through the crowded auditorium of the Festival Hall to the stirring accompaniment of the Royal Artillery Band. It was a splendid and moving interlude.

HM Queen Elizabeth The Queen Mother then rose to speak:

'I must begin by thanking the Clothworkers' Foundation for marking the RNLI's 160th anniversary with the presentation of such a splendid colour, so beautifully embroidered by the Royal School of Needlework. The colour is a most fitting tribute to everyone who has

been involved with the lifeboat service in the past, and it will carry forward their deeds to those who will serve in the future.

'Every lifeboat station is different, but it is the lifeboats which are the focus, not only for the crew members, their families, and the local branch committees, but also for the fund raisers, whether on the coast or inland.

'I believe it can be likened to a large family. When the maroons are fired, and the call for action comes, it is the result of the combined effort in which everyone has played their part which leads to a successful outcome of the service.

Through the years I have shared with lifeboatmen, their wives, sons and daughters, the joy of a new lifeboat to help them continue their work. I know the pride which they all feel in that boat, and in being part of the RNLI.

'I have also shared the grief of a whole community which has suffered the terrible loss of its lifeboat crew in a disaster. As I have a small house on the shores of the Pentland Firth, nearly opposite Longhope, I have some idea of the violence of a great storm at sea. I know how great, at such a time of tragedy, is the personal sorrow of each person in the community, and how noble is the quiet courage and strength of the widows and mothers.

'When lifeboatmen are at sea, battling against the storm, there will always be anxious moments for their loved ones. The perils of the sea are the same today as they were when the RNLI was founded, and, though lifeboat design may advance, lifeboatmen will always have a dangerous, although a most rewarding, task. For the remarkable work of the RNLI will continue to be undertaken in the future in the same fine spirit as in the past.

'We know that our lifeboatmen have always been held in high regard. We hear of the terrible winds and waves they face; we read of their brave rescues, and we are full of admiration. But we are also aware of their human warmth and their kindness. All the lifeboatmen I have met regard themselves as ordinary people, doing a job which somebody has to tackle. To me, it is their humanity which sets them apart, as much as their bravery.

'The virtues which have always been displayed by the lifeboatmen: courage, humanity, kindness—can be seen in the young men and women stepping forward every day, volunteering to join lifeboat crews. When they become part of the team, they find new disciplines to accept. These are not formal, rigid disciplines, but rather the necessity to work under the leadership of the coxswain or helmsman, to sacrifice individual aims for those of the group, and to tackle the adversary which they all face—the sea.

'As one of your Patrons, I listened with great interest to the Chairman's report, and I noted the vigour and versatility of both crews and fund raisers. The RNLI is so strong and generous and true, as it has been for the past 160 years, and it is therefore with particular pleasure that I propose the resolution that this meeting, fully recognising the important services of the Royal National Lifeboat Institution in its national work of lifesaving, desires to record its hearty appreciation of the gallantry of the coxswains and crews of the Institution's lifeboats, and its deep obligation to the local committees, honorary secretaries, and honorary treasurers of all station branches; to all other voluntary

committees and supporters, and to the honorary officers and thousands of voluntary members of the financial branches and the ladies' lifeboat guilds in the work of raising funds to maintain the service.'

The Queen Mother then presented the awards for gallantry to the following lifeboatmen with the exception of Captain William Sinclair, coxswain of Kirkwall lifeboat, who had received his bronze medal on May 10 from HRH The Duke of Kent at a ceremony at Kirkwall (see page 39):

Helmsman Desmond Rogers, Portaferry: bronze medal

On December 19, 1982, Helmsman Rogers rescued a man from his stranded yacht, her keel wedged between two rocks, in a south-westerly force 8 gale gusting to storm force 10, high seas and darkness. He took his 17ft 6in Zodiac Mk IV D class inflatable lifeboat in to a sheltered gully to take the survivor on board. The lifeboat then continued down wind to the eastern shore of Strangford Lough, searching for a missing man on the way. By now the wind had increased to storm force 10 and the lifeboat was continually awash; the helmsman had to use his extensive local knowledge, his experience and his wits to make safe progress. The missing man, safe on an island, was recovered next morning. (Full report, page 294, THE LIFEBOAT, winter 1983/84.)

Helmsman David Munday, Selsey: bronze medal

On October 5, 1983, Helmsman Munday took three survivors from a motor cruiser which was breaking up in heavy seas against a timber groyne. In darkness and spray and a south-westerly strong breeze, force 6, he brought his D class inflatable lifeboat alongside the casualty where his crew persuaded the three survivors to jump into the lifeboat. Although the lifeboat was filled with water Helmsman Munday drove clear of the casualty and the groyne to safety. (Full report, page 5, THE LIFEBOAT, spring 1984.)

Coxswain William Sinclair (Captain), Kirkwall: bronze medal

On January 22, 1984, Captain Sinclair, in the 70ft Clyde class lifeboat *Grace Paterson Ritchie* successfully made the passage between Kirkwall and the island of Rousay in a full blizzard, reducing visibility to a few hundred yards, and in a violent south-easterly storm, force 11. A fishing vessel had grounded among rocks on the shore at Rousay and with waves breaking over her, she was rolling heavily. Captain Sinclair anchored, veered down on the casualty and, getting a line on board, pulled her and her crew of three clear of the rocks to safety. (Full report, page 43.)

Coxswain Michael Scales, St Peter Port: bronze medal

On January 24, 1984, Coxswain Scales rescued nine men from a ship's

lifeboat after the capsize in the English Channel of the Liberian freighter *Radiant Med* in a west-north-westerly strong gale, force 9, gusting to violent storm, force 11. In breaking seas over 40 feet high, in severe hail squalls and in darkness, the 52ft Arun class lifeboat *Sir William Arnold* was brought alongside the ship's lifeboat and nine survivors, some in very poor condition, were hauled aboard. (Full report, page 41.)

Eleanor Evans, Rhos-on-Sea: inscribed wristwatch

On February 28, 1984, 17-year-old Eleanor Evans took the helm of her college's 16ft rigid inflatable rescue boat and with her lecturer, Brian Allen, put to sea after they had sighted a small boat in trouble. After a man had been found unconscious in the water, Brian Allen took the helm and following a search a second man and two children were also pulled aboard. One of the children was also unconscious and hypothermic and Eleanor Evans sustained him with her body heat on the return to the beach. (Full report, page 46.)

Mark Lacey, Fairbourne, Gwynedd: inscribed wristwatch

On July 26, 1983, Mark Lacey, a 14-year-old schoolboy, rescued a man from the sea with his ten-foot inflatable boat in an easterly offshore moderate to fresh breeze, force 4 to 5, giving a moderate sea and a slight swell. The man had fallen from a cheap plastic inflatable, and as he grabbed the gunwale of Mark's boat, put it in real danger of capsizing. Despite this he was hauled aboard and brought safely back to shore. (Full report, page 44.)

Crew Member Arthur Hill, Largs: silver medal

On July 24, 1983, Arthur Hill saved a girl who was trapped under the hull of an upturned motor cruiser. He jumped overboard from the Largs Atlantic 21 rigid inflatable lifeboat and dived underneath the upturned boat. With little air left and amid diesel fumes, Arthur Hill succeeded in pushing the girl down under the side of the boat so that she could be pulled to safety by the lifeboat's helmsman; he himself then managed to get himself out from under the hull unaided. (Full report, page 293, THE LIFEBOAT, winter 1983/84.)

Coxswain Michael Berry, St Helier: bar to his silver medal

On September 3, 1983, Coxswain Berry took his lifeboat, the 44ft Waveney class *Thomas James King*, three miles in among rocks to rescue three people from a yacht in a force 9 strong west-south-westerly gale, pitch darkness, driving rain and 20-foot waves. The lifeboat twice struck rocks before the coxswain was able to find a way back out to the open sea after the rescue. (Full report, page 292, THE LIFEBOAT, winter 1983/84.)

The 1985 annual meetings of the RNLI will be at the Royal Festival Hall, London, on Tuesday May 21.



In London to receive their awards (l to r): back row: Coxswain Michael Scales, St Peter Port, Helmsman David Munday, Selsey, and Helmsman Desmond Rogers, Portaferry. Middle row: Coxswain Thomas Cocking, Senior, St Ives, Coxswain Michael Grant, Selsey, Coxswain Michael Berry, St Helier, and Helmsman Arthur Hill, Largs. Front row: Mark Lacey and Eleanor Evans.

Coxswain Michael Grant, Selsey: bar to his silver medal

On September 9, 1983, Coxswain Grant rescued six people from a grounded yacht in a southerly force 8 gale, shallow water, darkness and large, irregular breaking seas. The 48ft 6in Oakley class lifeboat *Charles Henry* regularly hit the bottom as she closed on the casualty and at one point a large wave filled the cockpit to waist height. A successful approach was made, the crew were taken off and a line secured aboard the casualty to tow her to safety. (Full report, page 5, THE LIFEBOAT, spring 1984.)

Coxswain Thomas Cocking, Senior, St Ives: bar to his silver medal

On January 3, 1984, Coxswain Cocking, in two separate services, both carried out in a north-north-westerly strong gale, force 9, heavy seas and shallow water, first rescued seven men from a tug being driven on shore with a wire around her propeller, then took off the crew of seven from a Dutch coaster dragging her anchor towards the shore. In the second rescue the relief 37ft Oakley lifeboat, *The Vincent Nesfield*, had to make seven runs in to the casualty in 15-foot waves. (Full report, page 41.)

Since the last annual presentation of awards meeting the Committee of Management had awarded three honorary life governorships, two bars to the gold badge and 20 gold badges for long and distinguished service. Most of the recipients were present to receive their awards from the Queen Mother. Unfortunately, however, Mrs Aplin and Mr O'Byrne were not able to be at the Royal Festival Hall and sadly Mr Cockayne had died a few weeks before the meeting; his gold badge was presented to his widow, Mrs Peggy Cockayne.

Honorary Life Governor

Mr Carl Giles, OBE

Mr Giles has drawn cartoons to be used as lifeboat Christmas cards in 1969 and then from 1972 to 1983.

Mrs B. J. Harding

Honorary secretary of Seaton, Beer and District branch since 1941; awarded silver badge 1972 and gold badge 1977.

Mr C. M. Kershaw

Committee member of Bradford branch from 1927 to 1953, honorary secretary from 1953 to 1973 and chairman since 1973; awarded gold badge in 1965.

Bar to Gold Badge

Mrs A. Dutton

Honorary secretary of Fareham branch from 1947 to 1979, lifeboat week organiser and chairman from 1979 to 1981 and president since 1981; awarded silver badge 1958, chairman's letter 1970 and gold badge 1974.

Mrs E. Townend

Honorary secretary of Bridlington ladies' guild from 1946 to 1969, honorary treasurer from 1949 to 1950 and vice-chairman since 1977; awarded silver badge 1957 and gold badge 1969.

Gold Badge

Lt-Cdr R. C. Wilson

Committee member of Heston and Isleworth branch from 1951 to 1957. Committee member of Twickenham branch from 1958 to 1968, publicity officer 1968 to 1982 and joint vice-chairman and publicity officer since 1982. Awarded silver badge 1972.

Miss J. Walden

Committee member of Hasting ladies' guild from 1949 to 1963, honorary treasurer from 1963 to 1972 and honorary secretary since 1972; awarded silver badge 1974.

Mrs B. A. J. Divers

Lifeboat day organiser of Southwick and Fishergate branch from 1947 to 1958 and honorary secretary since 1958; awarded silver badge 1972.

Mrs L. W. Aplin

Flag week helper of Exeter branch from 1954 to 1966. Honorary secretary of Exmouth and Budleigh Salterton ladies' guild from 1966 to 1975 and chairman since 1975. Awarded silver badge 1978.

Miss A. G. Illingworth

Committee member of Torquay branch and ladies' guild from 1930 to 1961, honorary secretary from 1961 to 1975 and chairman since 1975; awarded silver badge 1972.

Mrs M. Appleby-Matthews

Various offices of Tamworth ladies' guild, including honorary secretary and chairman, since 1959; awarded silver badge 1971.

Miss F. E. H. Shackleton, JP

Honorary secretary of Rochdale ladies' guild from 1947 to 1959 and vice-president since 1959; awarded record of thanks 1952 and silver badge 1966.

Mrs M. Saunders

A founder member of Blyth ladies' guild, honorary treasurer from 1934 to 1976 and president since 1977; awarded silver badge 1961.

Mrs J. Rose

Member of Portrush ladies' guild from 1931 to 1948. Various offices held in Ilford ladies' guild from 1948 to 1968. Chairman of Heworth ladies' guild since 1968. Awarded silver badge 1977. Mrs Rose has helped the RNLI since 1927; she was instrumental in forming Ilford guild in 1948 and formed Heworth guild in 1968.

Mrs J. Hiley

Chairman of Leeds ladies' guild from 1954 to 1975. Chairman of Leeds luncheon club from 1955 to 1975. President of Horsforth ladies' guild since 1970. Awarded silver brooch 1972.

Mrs T. Matheson

Honorary secretary of Morpeth ladies' guild from 1954 to 1960 and chairman since 1960; awarded silver badge 1972.

Mrs M. Judge

Assistant honorary secretary of Wake-

field ladies guild from 1952 to 1955, honorary secretary from 1955 to 1969, chairman from 1969 to 1975, acting honorary secretary from 1975 to 1977 and honorary secretary and treasurer since 1977; awarded silver badge 1966.

Miss M. Johnston

Honorary secretary of Burnmouth branch since 1959; awarded silver badge 1970.

Lady Gilmour

President of Lundin Links and Largo ladies' guild since 1945; awarded letter of thanks 1958.

Mrs D. Macintosh

Committee member of Thurso ladies' guild from 1953 to 1972 and president from 1972 to 1982. President of Thurso branch since 1982.

Mr P. Cheney

Chairman and honorary secretary of Littlehampton station branch since 1966; awarded binoculars 1974.

Mr K. Derham

Honorary secretary of Mudeford station branch from 1963 to 1976 and chairman and deputy launching authority since 1976; awarded binoculars 1976 and silver medal for a shoreboat rescue in 1959.

Mr D. Cockayne

Honorary secretary of Selsey station branch from 1965 until his death in April 1984; awarded binoculars 1976.

Mr J. W. Daniel, JP

Committee member of St Ives station branch from 1953 to 1956 and chairman since 1956; awarded statuette in 1972 and silver badge 1980.

Mr J. T. O'Byrne, BSC

Honorary secretary of Wicklow station branch from 1943 to 1970, chairman from 1970 to 1982 and president since 1982; awarded barometer 1954.

In moving the resolution of the hearty thanks of the meeting to the Queen Mother for so graciously attending, for her inspiring address and for presenting the awards, Rear-Admiral M. Morgan-Giles, a member of the Committee of Management, said:

'It seems fitting that while we celebrate the Institution's 160th anniversary, we should also thank our Patron for the very many years of active support which she has given to the RNLI. Indeed, some of us feel that she should, perhaps, today be receiving awards for long service instead of handing them out.

'Your Majesty, since as long ago as 1924 you have attended innumerable ceremonies and honoured the Institution by naming many new lifeboats.. We remem-

ber with particular gratitude the kindness and the comfort which you afforded the people of Longhope following the loss of their crew in 1969, to which you referred this afternoon.

'The people of Jersey also remember your visit to the St Helier boat in 1975, and they look forward to welcoming you there again next month.

'Ladies and gentlemen, as our Chairman said today, the appeal of the lifeboat extends from the palace to the cottage. It is above and beyond any national and political boundaries – a fact which I, as a former Member of Parliament, most thoroughly endorse.

'Lifeboats are manned by sailors, on behalf of sailors, in the great comradeship of the sea. Your Majesty, all of us in the RNLI feel that you, personally, do know and understand sailors. You were the wife of a sailor; your father-in-law, King George V, was a sailor and a great yachtsman; and you are the mother-in-law of a very skilled and experienced seaman, Prince Philip. Further, you are the grandmother of three excellent sailors, one of whom, Prince Andrew, most particularly distinguished himself in action as a helicopter pilot during the Falklands campaign. These Naval and Royal Air Force helicopters, as we all know, do sterling work in saving life at sea, often in close co-operation with RNLI lifeboats. But also, Your Majesty, you are the great grandmother of a fine little prince who, by God's grace, will one day become King William V, bearing the same name as a previous sailor king a century-and-a-half ago.

'So when you, Your Majesty, our Patron, hear on your radio, 'Attention all shipping. The Meteorological Office has issued the following gale warning,' and so on, we know that you can visualise exactly what is entailed. Most of us, of course, can just pull up the blankets a bit further under our chins, but always some lifeboatmen, somewhere, will instead be having to turn out of their warm beds, to put on their seaboot stockings and hurry down through the cold night to their stations, ready for anything, ready to meet what you, Your Majesty, called their adversary, the sea.

'The RNLI, it has been said, is based on past tradition and builds its future on innovation. But it could not thrive without inspiration. And this is why we all appreciate the fact that you, Your Majesty, who have done so much for all that is good in this nation, continue to provide that inspiration for us all in the RNLI. As our Patron you have most richly earned our respect, our admiration and, if I may say so, our affection.'

After the whole-hearted applause with which this resolution of thanks was received had died down and the meeting had ended, everyone adjourned to the foyer for tea. Now there was the opportunity for the Queen Mother to talk informally to a number of those to whom, earlier in the afternoon, she had presented awards and to meet their families. Later, when Her Majesty finally left the Royal Festival Hall, she was preceded by the RNLI's new colour – and she had a word or smile for many of the crowd of lifeboat supporters who lined the way to bid her farewell. It was the close of an outstandingly happy day.

Jersey centenary

While visiting Jersey on Friday June 1, Her Majesty Queen Elizabeth The Queen Mother, a Patron of the RNLI, attended a service of thanksgiving and blessing for St Helier lifeboat station and presented a vellum to mark the centenary of the RNLI in Jersey. When Her Majesty, accompanied by His Excellency General Sir Peter Whiteley, Lieutenant Governor of Jersey, and Sir Frank Ereat, Bailiff of Jersey, arrived at St Helier Marina, she was received by Mr Michael Vernon, a deputy chairman of the Institution, Mrs Georgina Keen, a member of the Committee of Management, Rear Admiral W. J. Graham, the director, and Jurat Roy Bailhache, president of Jersey branch. A souvenir programme was presented to the Queen Mother by Jonathan Hibbs, son of Crew Member William Hibbs, and a small basket of flowers was presented by Anna Stevens, daughter of Robin Stevens, a branch committee member.

Mr John Norman, chairman of Jersey branch, welcomed Her Majesty and everyone else present, including the crews of three overseas lifeboats, from France, West Germany and The Netherlands, and other Channel Islands lifeboatmen who were visiting Jersey for the centenary. The service of thanksgiving was conducted by the Very Reverend Tom Goss, Dean of Jersey; he was assisted by the Reverend Geoffrey Baker, honorary chaplain to Jersey lifeboat station, the Reverend Father David Mahy, Dean of the Roman Catholic Church in Jersey, and the Reverend Kenneth Street, Superintendent of Jersey Methodist Circuit.

Her Majesty then rose to present the centenary vellum to the branch. In her address she recalled the day in 1975 when she had named St Helier lifeboat, particularly remembering her meeting with former Coxswain Thomas James King in whose honour the boat had been named . . .

'His record of gallantry which included the award of the RNLI gold medal, was characteristic of Jersey lifeboatmen who have a long and distinguished history.'

The Queen Mother then spoke of the bar to his silver medal which she had presented to Coxswain Michael Berry this May, and of all the people needed to keep the station operating: the crew, the committee, the fund raisers and their supporters . . .

'All of you and your predecessors over the last 100 years have built up a history of which you can be very proud. I congratulate you most warmly on your achievements and wish you good luck in your future endeavours.'

The centenary vellum was then presented by the Queen Mother and accepted on behalf of Jersey branch by Captain Roy Bullen, the honorary secretary, who then called for three cheers for Her Majesty. Before departing for her next engagement the Queen Mother met present and some past members of the crew.

Lifeboat Celebrations

REMEMBERING THE PAST—LOOKING TO THE FUTURE

During the celebrations which continued over the weekend, the lifeboat people of Jersey met at St Catherine lifeboat station on Saturday June 2 for the official opening of the new lifeboat-house and the dedication of a new 17ft 6in Zodiac Mk IV D class inflatable lifeboat, which can operate all the year round, day and night. His Excellency Sir Peter Whiteley, accompanied by Lady Whiteley, and Sir Frank Ereat, were once again present for the ceremony.

The new lifeboat-house was opened by Mrs Dorothy M. Bee, daughter of Mr F. H. Clarkson, founder of the Clarkson Jersey Charitable Trust which had funded the house. Mr Frederick E. Cohen then handed over to the RNLI the lifeboat donated in memory of his father, Mr Sebag Cohen, and Lady Leeds handed over the Land Rover donated in memory of her husband, Sir George Leeds. These three gifts were accepted by Mr Michael Vernon and handed into the safekeeping of Jersey branch.

The service of dedication which followed was led by the Very Reverend Tom Goss, and then the new lifeboat was launched for a demonstration run.

Jersey branch's centenary celebrations ended with a lifeboat ball, held on Saturday night in a marquee in the grounds of Government House.

Jersey: (Right) HM Queen Elizabeth the Queen Mother presents St Helier lifeboat station's centenary vellum to Captain Roy Bullen, honorary secretary of Jersey Branch and, (below), St Catherine's new 17ft 6in Zodiac Mk IV D class inflatable lifeboat, drawn by the station's new Land Rover, prepares to launch after her dedication. In the background can be seen the new lifeboat-house officially opened on the same day.

photographs by courtesy of Jersey Evening Post

Opening of Howth lifeboathouse

The opening ceremony of Howth lifeboathouse was held on Saturday April 14 in Howth Harbour against a background of gaily decorated yachts moored at the marina. Before the arrival of His Excellency President Patrick J. Hillery, who was performing the official opening, the guests and public were entertained by the St Lawrence Pipe Band.

The boathouse was funded by a special local appeal and its construction was largely undertaken by AnCo under its youth employment training scheme. It will act as a co-ordinating centre for services carried out by the station's 47ft Watson class lifeboat *A.M.T.*, which lies afloat, and its D class inflatable lifeboat, which is housed in the boathouse itself. There is also a mechanic's work room, a guild room, and a room for training and committee meetings.

Mr John Guinness, chairman of Howth branch, opened the ceremony by welcoming the President and all the guests. He then called on the Lord Killanin, a vice-president of the Committee of Management, formally to hand over the boathouse to Howth branch. In so doing the Lord Killanin said, 'I am handing over something which Howth branch has created by its own initiative.'

Mr Norman Wilkinson, the station





Howth: (above) The new lifeboathouse was dedicated on April 14. (l to r) Mr John Guinness, chairman Howth branch, His Excellency President P. J. Hillery, Lord Killanin, vice-president of the Committee of Management, Father B. Kelly, Mrs Joan Will, president Howth ladies' guild, and Mr Norman Wilkinson, Howth station honorary secretary.

photograph by courtesy of J. Collins

(Right) Howth's fine new boathouse was designed by the branch's honorary architect, Mr W. I. Baird, FRIAI.



honorary secretary, accepted the boathouse on behalf of the branch and the vote of thanks was then proposed by Mr Guinness and Mrs Joan Will, president of the ladies' guild.

The boathouse was dedicated and blessed by Canon T. F. Blennerhassett assisted by the Reverend P. Culhane, the Reverend B. Kelly and the Reverend W. O'Neill. Music was provided by the Boys Brigade Band and by a choir of more than 40 people drawn from the different local church choirs.

Before unveiling the commemorative plaque, President Hillery reminded all those present of the 'great debt we all owe the Lifeboat Institution and its crews for the tremendous service they freely provide'. He then was shown over the boathouse, and with the other guests watched the D class lifeboat launch before he himself went out for a trip with Coxswain Gerry McLoughlin and the crew of RNLB *A.M.T.*

The guests were then treated to a

very enjoyable tea by the ladies' guild in the nearby Community Centre, during which President Hillery presented a long service badge to Coxswain McLoughlin.

The day had not yet ended for the lifeboatmen who, after a crew dance, had to go out on service at 0200, helping in the search for two fishermen who were finally picked up by a naval vessel at 0930 none the worse for their night at sea.—J.L.K.

Naming ceremony, Fowey

The town quay was packed with people and bathed in sunshine as the naming ceremony of Fowey's new 33ft Brede class lifeboat *Leonore Chilcott* got under way on the afternoon of Thursday April 26, 1984. To herald the occasion, a Royal Navy Wessex search and rescue helicopter flew low over the river, trailing the RNLI flag. Then Fowey town cryer, Michael Penprase, announced the proceedings which be-



Fowey: The champagne bottle breaks as Mr Paul Chilcott names the 33ft Brede class lifeboat RNLB *Leonore Chilcott*.
photograph by courtesy of Harry and Billy Graeme

gan when Councillor Mrs Hilda Court, Mayor of Fowey and chairman of the station branch, stood up to welcome Mr Paul Chilcott of Guernsey, the lifeboat's donor, and to thank him for his generous gift. This welcome was extended to his son Stephen who had bicycled to the ceremony from Weymouth. She also greeted Lord Falmouth, Lord Lieutenant of Cornwall, Lady Falmouth and visiting RNLI officials. In her speech she remarked that the harbour had for centuries been the lifeblood of Fowey with pilgrims, trading vessels and ships going to war all using it.

'When the lifeboat is called out, one marvels at the speed with which the crew gets the boat away. While we appreciate the fine boat . . . it can do nothing without the men who go out in her to do the work of the RNLI and brave the elements.'

In handing the lifeboat over to the RNLI, Mr Chilcott said this was a very emotional moment for him. He was born just across the river and knew the area well as a child. He had watched the construction of the lifeboat at Rye in its early stages and had been on a test run with the crew. He went on, *'I am proud to make the acquaintance of the crew. They are fine fellows and my friends.'*

Surgeon Captain F. W. Baskerville, a vice-president of the RNLI, accepted the lifeboat gratefully on behalf of the Institution and delivered it to the care of station honorary secretary, Captain Roy Pritchard. In his acceptance speech, Captain Pritchard said that the lifeboat had already proved herself to be a fast and capable rescue vessel.

The service of dedication, led by the Bishop of Truro, the Rt Reverend Peter Mumford, then followed. He was assisted by the Reverend David Woods, Vicar of Fowey, and the Reverend Ian Morris, Vicar of Lanteglos-by-Fowey (who is also a deputy launching authority for the station). The choir of Fowey Parish Church led the hymns and music was provided by the Fowey School Band.

Then in memory of his wife, Mr Chilcott named the lifeboat RNLB *Leonore Chilcott*, pressing the button to release the traditional shower of champagne on her bow.

Afterwards Captain Pritchard invited Mr Chilcott, the Bishop, Lord Falmouth and other guests to meet Coxswain Brian Willis and his crew and to take a short trip aboard the lifeboat.

RNLB Nottinghamshire

On April 17 many eyebrows raised in Nottingham at a lifeboat travelling along the road to the city centre, to be greeted there by the Nottinghamshire lifeboat appeal committee. This was the culmination of two years' work in support of the appeal and the lifeboat was the 33ft Brede class lifeboat to be named RNLB *Nottinghamshire* which will be stationed at Invergordon.

Saturday April 28 dawned with brilliant skies and the Old Market Square

was a magnificent sight, decorated with lifeboat flags and bunting, as was the lifeboat in the centre and also the surrounding buildings.

At 1130 the Council House clock rang; seven bells were struck by Sea Cadets and a cannon fired. The South Notts Hussars Yeomanry Band struck up and the proceedings were under way.

The Deputy Lord Mayor, Councillor Mrs I. F. Matthews, welcomed everyone and in particular Vice-Admiral Sir John Hayes, chairman of Invergordon lifeboat station, Captain A. S. Black, the station honorary secretary, and Coxswain William Lipp. Councillor J. M. Carter, chairman of the Nottinghamshire appeal, then presented the lifeboat to the Duke of Atholl, chairman of the Institution. In receiving *Nottinghamshire* into the RNLI fleet, His Grace thanked the people of the county of all ages who had helped to raise the funds to purchase the lifeboat.

Vice-Admiral Sir John Hayes expressed the thanks of the Invergordon station branch committee and crew, making special reference to the operational value for Invergordon of the high speed of the new lifeboat. A service of dedication was conducted by the Lord Bishop of Southwell, the Rt Reverend Denis Wakeling, and the formal proceedings ended with a vote of thanks proposed by the chairman of Nottinghamshire County Council, Councillor G. W. Chambers.

RNLB *Nottinghamshire* was on view for the rest of the day in Nottingham and on the following days in Mansfield and Newark. Wherever she went, she was the source of great interest.—B.H.S.

Re-dedication at Selsey

Mrs Graham Doggart, who had been chairman of Selsey station branch for some 20 years, sadly collapsed and later died shortly before the service of re-dedication of the station's new Tyne class lifeboat, RNLB *City of London*, was due on the afternoon of Saturday May 26. Knowing his mother's love for the RNLI and its tradition of carrying on, no matter what hazards are encountered, Mr Hubert Doggart, Mrs Doggart's son, requested that the service should continue as planned.

Mr Brian Murr, treasurer of Selsey branch, therefore, opened the proceedings, welcoming the guests who packed the boathouse and introducing Lt-Cdr John Lunch, a member of the RNLI Committee of Management.

Commander Lunch, who was there to deliver *City of London* to the care of Selsey station branch, said that it was an historic moment for the lifeboat service when the first fast slipway lifeboat was placed on station. He continued:

'... research by the RNLI has proved so successful that the prototype generously funded by the City of London is able to go on station service. Going direct to the rescue in half the time adds powerfully to the lifesaving rôle of our lifeboats.'



The scene in Old Market Square, Nottingham, as the Deputy Lord Mayor, Councillor Mrs I. F. Matthews, welcomed everyone to the handover ceremony of RNLB Nottinghamshire.
photograph by courtesy of Jeff Morris

He concluded by saying that Selsey branch had a proud record in lifesaving with two silver medals and one bronze won in the last five years alone and he was sure *City of London* would continue to enhance the traditions of Selsey lifeboat station.

Mr Clive Cockayne, honorary secretary of the Selsey branch, received the boat and assured the RNLI that the committee, crew and all involved would do their best to uphold the tradition of the Institution in its use.

It was then the turn of the Lord Mayor, Locum Tenens, Colonel and Alderman Sir Ronald Gardner-Thorpe to address the guests. He told them of how he had been fortunate to be Lord Mayor of London at the time the City of London appeal was launched and he recalled how Lord Inchape and he had mounted the appeal in Fishmonger's Hall.

A service of re-dedication followed

conducted by the Reverend V. R. Cassam, Rector of St Peter's Church, Selsey. He was assisted by Father Campbell Price, Parish Priest of St Wilfred's Church and the Reverend F. R. Dowson, Minister of Selsey Methodist Church.

When the service was over, Colonel Sir Ronald Gardner-Thorpe and Cdr and Mrs Lunch were shown over the lifeboat which was later launched and put through her paces by Coxswain Michael Grant.

Blackpool

Although Sunday May 13 was a fine day, the cold wind made it necessary for the dedication ceremony of Blackpool's new D class inflatable lifeboat to take place inside the boathouse. The Mayor of Blackpool, Councillor Mrs Marjorie Hoggard, and the Mayoress, Mrs Kathleen Abbott, both presidents of the station branch, were present when Dr



Selsey: The Lord Mayor, Locum Tenens, Colonel and Alderman Sir Ronald Gardner-Thorpe attended the re-dedication of the 47ft Tyne class lifeboat RNLB City of London.
photograph by courtesy of Jeff Morris

Graham Harding, chairman of Stockport South East branch, handed the lifeboat over to the RNLI. Stockport branch had raised £5,000 in one evening at their 21st anniversary cheese and wine party to fund the lifeboat which was named *Lodge of Peace No 322* after the Masonic Lodge which had also contributed £500 towards the cost. Mr D. K. Redford, of the RNLI Committee of Management, and chairman of the Search and Rescue Committee, accepted the lifeboat on the Institution's behalf and delivered it to Mr R. W. Darbyshire, Blackpool honorary secretary. Canon D. I. G. Davies, Chaplain of the station, then led the service of dedication.

Scarborough

The Reverend Ted Crofton, Vicar of Scarborough, conducted the blessing and dedication of Scarborough's new D class inflatable lifeboat which took place in front of the boathouse on Sunday May 6. The new lifeboat was provided from the bequest of the late John William Stennett and replaced a boat which had served Scarborough for the past 13 seasons. Members of the crew and branch committee attended the ceremony.

Portsmouth (Langstone Harbour)

A new D class inflatable lifeboat was handed over at Langstone Harbour on the afternoon of Saturday May 26. The cost of the lifeboat was provided by a special appeal which was run by friends and family of Robbie Campbell in his memory after he died in an accident abroad. Dr I. T. McLachlan, chairman of Portsmouth station branch, began the proceedings after which Mr P. E. Kettle, representing the donors, handed the lifeboat to Sir Alec Rose, an honorary life governor of the RNLI and president of the branch. The honorary secretary, Mr O. W. Pearce, then



Aberdovey: Long Life III being returned to her boathouse after a demonstration launch on Monday May 28, the day of her official handing over and dedication. The Atlantic 21 rigid inflatable lifeboat was paid for out of funds raised in the Long Life beer promotion together with the bequest of Mrs D. M. Kempton. Mr Robert Forster, area sales manager for Allied Breweries, officially handed the lifeboat over and Mr P. Denham Christie, a vice-president of the RNLI, accepted her and delivered her to the care of Aberdovey station branch; she was received by the station honorary secretary, Mr M. Pogodin. The crowds who watched the ceremony had the added excitement of witnessing a real rescue when, 40 minutes before the ceremony began, the lifeboat was called out after a small speedboat had capsized, throwing her two occupants in the water. The boat and her rescued crew were brought back to safety just in time for the official proceedings.

accepted the lifeboat on behalf of the station. The Reverend Roy George of St James' Church, Milton, Portsmouth, led the service of dedication and afterwards Miss Alison Bentley unveiled the donors' plaque.

Criccieth

Bournemouth Borough's sea angling festival provided the funds for Criccieth's new 17ft 6in Zodiac Mk IV D class inflatable lifeboat. The handing over ceremony took place on Saturday May 26. Major T. K. Grange-Russell,

president of Bournemouth sea angling festival, handed the lifeboat to Mrs A. Carey Evans, daughter-in-law of Lady Olwen Carey Evans, DBE, an honorary life governor of the RNLI who was unfortunately indisposed on the day of the ceremony. The lifeboat was then delivered to the care of Mr Glyn Humphreys, station honorary secretary. The service of dedication which followed was conducted by the Venerable Emlyn Roberts, Rector of Criccieth and Archdeacon of Merioneth.



Port Talbot (Aberavon Beach) crew and station officials are photographed with their new D class inflatable lifeboat on Saturday March 24, the day she was officially handed over. The lifeboat was the gift of Port Talbot Round Table 335 and seen standing near the lifeboat's engine wearing a ceremonial chain is their chairman, Royston Fry. In true Round Table tradition, the money was raised in many original ways, not least a row from *The Mumbles* and playing *Star Wars*. Also in chain of office is Mayor of Afan, Councillor Ray Morgan, and behind him, Mr Raymond Cory, a vice-president of the RNLI who accepted the lifeboat on behalf of the Institution. As a gesture of appreciation of the day the Mayor and Mayoress spent with the officers and crew of Port Talbot station, he invited them a few days later for an evening at the Mayor's Parlour, where they were royally entertained.

On station

THE FOLLOWING lifeboats have taken up station duties:

Stornoway: 52ft Arun class lifeboat ON 1098 (52-28), *Sir Max Aitken II*, March 6, 1984.

Alderney (for a year's station evaluation): 33ft Brede class lifeboat ON 1090 (33-08), *Foresters Future*, March 10, 1984.

Buckie: 52ft Arun class lifeboat ON 1093 (52-27), *Charles Brown*, April 5, 1984.

Rosslare Harbour: 52ft Arun class lifeboat ON 1092 (52-26), *St Brendan*, June 1, 1984.

Youghal: The 35ft 6in Liverpool class lifeboat ON 927, *Grace Darling*, has been replaced by an Atlantic 21 rigid inflatable lifeboat. At present a relief Atlantic is on station.

Fail Safe

PART II: UPRIGHT AGAIN—AND THEN WHAT?

by James Paffett

IN THE FIRST PART of this article, published in the spring issue of THE LIFEBOAT, we recalled the righting after capsizing on service of four of the Institution's lifeboats and looked at the designer's work which had made possible the snatching of success from disaster in this way. The four lifeboats are all built to different designs and their righting capabilities are provided by different design factors.

For Kilmore's 37ft Oakley lifeboat *Lady Murphy*, which was capsized and righted twice in the strong gales and wild seas of December 24, 1977, a water transference system is employed to give her a righting capability. Barra Island's 52ft Barnett lifeboat *R. A. Colby Cubbin No 3*, which was capsized and righted in a hurricane on November 18, 1979, and Salcombe's 47ft Watson *The Baltic Exchange*, which was capsized and righted in a violent storm on April 10, 1983, are both fitted with an emergency air bag to give them a righting capability. Islay's 50ft Thames lifeboat *Helmut Schroder of Dunlossit*, which was capsized and righted on the same day and in the same area as *R. A. Colby Cubbin No 3*, is designed with a substantial watertight deckhouse to give her a righting capability. All these lifeboats were able to return to station safely after righting; Salcombe's *The*

Baltic Exchange, however, was the first lifeboat to continue on service after a complete capsize.

From the designer's point of view, getting the boat upright again after capsizing is only part of the job. Consider the likely results of turning an ordinary motor launch upside down in rough water and righting her again. Crew members on deck would have been thrown into the sea; those down below would have been rattled around like dice in a box with consequent injuries. The engines would have stopped with water in the intakes and up the exhausts, possibly in the cylinders with dire consequences. The engine room bilges would be awash with spilt sump oil, fuel and battery acid. The electronics would be swamped and dead, the radar scanner flooded and useless. The boat might just remain afloat but she would be in no state to do a job of work, even if the surviving crew were so disposed.

It is now RNLI policy that lifeboats should be designed and built not only to survive capsizing, but also to remain operational so that they are able to carry on with their job after the event. However, staying in business means that a great deal of attention must be given to details of machinery and equipment, as well as to the main hull itself.

The crew

Consider first the facilities provided for the crew. While at sea all crew members wear regulation lifejackets and personal lifelines with which they

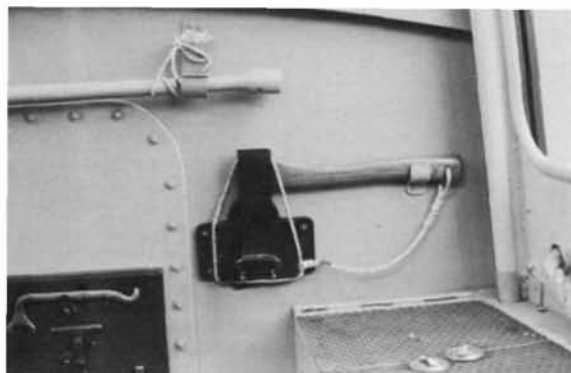


Fig. 1: While at sea all crew members wear protective clothing, regulation lifejackets and bump caps as well as personal lifelines with which they can secure themselves to jackstays when working on deck.



On deck and below, every piece of equipment is provided with its own place and with fastenings to keep it secure, even if the lifeboat is capsized. Fig. 2 (above): A drogue lashed down in its housing on the after deck of a *Rother*, and . . .

Fig. 3 (right): Axe, propeller freeing tool (shaft only visible) and vital keys all have their custom-built stowages below decks.



can secure themselves to fixed jackstays running along the upperworks when on deck (see fig. 1). One of the Salcombe crew was not so secured at the moment the sea struck; he was washed overboard and later rescued. Wherever possible crew and passengers inboard are furnished with seats and safety belts, the belts specially designed so that they can be released under load; if belts are properly fastened all should be able to survive complete inversion without physical injury. There is a simple rule for anyone aboard a lifeboat facing risk of capsizing: be inboard if you can, sit down if you have a seat and fasten your belt.

Even if it is possible for everyone on board to be seated and strapped in while on passage, at the time of a rescue the crew will inevitably have to be moving about the boat. Bump caps are provided for the crew to protect their heads, should they be thrown about by the seas or should gear in use or which has broken free fly around. New lifeboats, being faster, are more rapid and severe in their movement than older boats, so in their building care is taken to avoid sharp edges or hard corners; any which cannot be bevelled or rounded are protected with soft plastic pads specially made for the RNLI.

Stowages

Not only can familiar objects become lethal missiles in an environment which is suddenly turned upside down, but a lifeboatman has to be able to put his hand on any piece of equipment he needs without hesitation. Everything on board has, therefore, to be provided with its own place and with fastenings to keep it secure in the face of not just severe heeling but of total inversion—or of a crew member, being thrown around by wild seas, holding on. It is easy to think of the deck as a safe place to put things, but during a capsize the deck is overhead. Fastenings must not only be strong and reliable, they must be simple to release so that a crew member can quickly get whatever equipment he needs whatever the movement of the boat, however dark the night, however cold and wet he may

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.

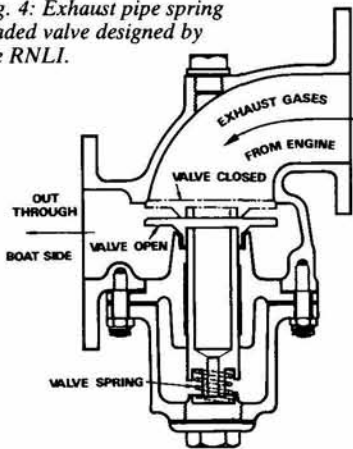
be himself. Shaped wooden stowages, shock cord, straps, lanyards spliced in place, drop-nose pins, firm but easily opened catches for lockers all play their part in any well found boat, and most certainly in lifeboats (see figs. 2 and 3).

Engines

Once a lifeboat rights, her engines are essential, perhaps to get her out of immediate danger or make it possible for her to continue on service, certainly to get her safely home. There are good reasons for slowing them down or stopping them in the event of a capsize. In lifeboats capsize switches are fitted which will stop the engines, or bring them to idling speed, if the boat rolls beyond 90 degrees. The heart of the capsize switch unit is a glass tube closed at both ends and mounted vertically. The tube has a small amount of mercury resting in the bottom end and two metal contacts at the top end. When the glass tube is turned more than 90 degrees the mercury runs down the tube and bridges the contacts. With the electrical circuit thus closed a solenoid is energised which in turn pulls the fuel pump racks on the engine either to the 'idling' or the 'stop' position.

Checking the engines is just part of the story. Preparation has also to be made to forestall many other hazards—in particular the penetration of sea water into the machinery. Exhaust gases must have an escape route to the open air, but the system is so designed that ingress of sea water can be cut off or limited on inversion. In some lifeboats the engine exhaust pipes are fitted

Fig. 4: Exhaust pipe spring loaded valve designed by the RNLI.



with spring loaded valves, specially designed by the RNLI (see fig. 4), which are kept open by the pressure of the exhaust gas as long as the engine is running; once the engine stops the valves close and keep the sea water from running up the exhaust pipes. More modern lifeboats rely on the engine exhaust pressure when engines are idling keeping the exhaust system clear of sea water. Crankcase and fuel tank breather openings are fitted with automatically-closing valves; the fuel fillers and sounding tubes are fitted with captive caps; batteries are of a non-spilling type housed for extra safety in acid-tight boxes.



Fig 5: An Arun lifeboat inverted during her self-righting trials. Note how high she rides on her wheelhouse. A limited area in the centre of the boat, the 'envelope', will always be clear of the static water level.

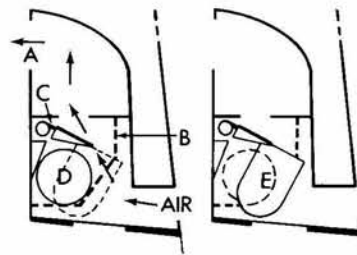


Fig 6: Deckhouse and cabin ventilation is protected from sea water by a combined capsize or anti-flooding air intake valve developed by the RNLI design office. When all is well, air coming in passes through a perforated box, B, past the open valve flap, C, and through A into the boat's ventilation trunking. Should the boat be rolled over, however, a heavy ball, D, responds to gravity and closes the valve flap. Should green water come aboard while the boat is upright, then a lightweight float, E, will rise up on the incoming water and close the valve.

These and similar measures, such as the provision for ventilation (see below), taken all together mean that, when a capsized lifeboat comes upright, the motor mechanic only has to re-start the engines or cancel the 'idle' instruction imposed by the capsize switch and the coxswain once again has his engines at his command.

Ventilation

While free passage of air is important for the lifeboat crew, it is vital for the engines. If the ventilation to the engine room were sealed off for more than a few seconds and the engines were still running, air would be sucked from the engine compartment and the suction might collapse the boat's structure. There must be intakes for the combustion air, but where air can pass, so can water. It follows that, for a lifeboat which depends on the integrity of her hull and deckhouse for her reserve buoyancy and for the protection of her engines, her electrics and her electronic equipment from sea water, very careful provision by her designers must be made for her ventilation.

The detail varies from boat to boat, but in most the air intake openings, through which the engines draw their combustion air, are situated in the superstructure, one each side. An interruption of ventilation should not occur because the trunks leading from the air intake openings are crossed. This means that, except perhaps for a second or two during which a lifeboat which has been capsized is close to the 180 degrees, whatever the heel of the boat, the intake on one side or the other will be above the water and operative. Say the boat is heeled right over to starboard. Air is still free to pass through the port intake and along the trunk to an opening into the hull on the starboard side. Meanwhile, the starboard intake may be under water, but at the other end of its crossed trunk, the outlet on the port side is raised up above static sea water level; water would therefore not enter the hull that way.

The Arun lifeboat is so designed that even when she is completely upside down the air intake louvred openings, on the after end of her deckhouse, will still be above water level so that the sea cannot get in; they, and the engine room outlets at the other end of the trunking, are within a limited area in the centre of the boat, known as the 'envelope', which will always be clear of the static water level, whatever the aspect of the intact boat (see fig. 5).

Deckhouse and cabin ventilation systems need similar protection, and the RNLI design office has produced a combined capsize or anti-flooding air intake valve with a minimum of moving parts; it is also used in some designs of lifeboat for the engine supply. With all the virtues of simplicity, this valve ensures not only that the sea is excluded as the boat goes over, but also that ventilation is interrupted for as short a time as possible. The valves are sited to port and starboard in the boat's deckhouse. Should the boat be rolled to starboard, while the starboard valve is closed by a heavy ball responding to gravity (see fig. 6), the port valve, still

clear of the water, remains open and allows the continued supply of air. It is not until the angle of heel approaches 100 degrees that both valves close, and it is then only a matter of seconds before, as the boat rights herself, the water drains away and the valves open once again. Even when the boat is upright and under way, green water may come aboard and could wash into the ventilation system; to prevent that from happening, there is also a light-weight float which will rise up on the incoming water and close the valve.

Radio and radar

The radio and radar installations in any boat face hazards of two kinds. The first and most obvious is through water getting into the works. This is countered by fitting the sets in watertight enclosures in open deckhouse boats, and by putting as much gear as possible in-board in closed deckhouse boats. 'Watertighting' anyway is a worthwhile precaution for coping with normal lifeboat conditions; there can be a lot of salt water splashing around the equipment at roll angles considerably less than half of 180 degrees!

The second hazard is the risk of mechanical damage to masts and upper-works caused by rolling over. In shallow water the impact with the sea bed could carry a mast away completely. A heavy blow to the mast could endanger the boat's safety if the mast structure were to be torn out bodily leaving a hole in the deck or deckhouse roof. To avoid this risk the mast is deliberately built with joints at the base which are weaker than the supporting hull structure, so that if the mast carries away it will part at the joints leaving the hull and deckhouse with watertightness intact.

When *Lady Murphy*, Kilmore's Oakley lifeboat, capsized in 1977, the foremast broke as intended. That mast carried the VHF dipole aerial and also supported the MF twin wire aerial, and communication was lost. This situation had been foreseen and a programme of replacing mast supported MF aerials with whips had already begun. The VHF aerial is now backed up with an emergency low profile solid slot aerial (fig. 7). The slot aerial gives rather less range than the main aerial but is physically less vulnerable and so it forms a valuable stand by.

While a radar display unit can be fitted with a watertight cover or sited in a watertight wheelhouse, the rotating scanner aloft is in a much more vulnerable position. 37ft Oakley and 37ft 6in Rother class lifeboats have specially modified sealed radomes encasing the scanners, so they should have no problem, but it can easily be seen that an open and free turning scanner unit which continues to rotate in the water when a boat is capsized is likely to be badly damaged. When the Barra and Islay lifeboats righted, in 1979, both scanners were full of water and their radars out of action.

Work began to find a solution to this problem and in 1981 a 52ft Arun was fitted with the first watertight radar scanner. This radar automatically switches off before the scanner enters the water; then after the boat has righted herself, the radar is switched on again manually and a picture is once again obtained on the display. Harbour capsize and righting trials have shown that radars can remain operational after total inversion. It is to be hoped, but is yet to be seen, that they will do as well if ditched on service in rough weather.



Fig. 7: Emergency low profile slot aerial, less vulnerable than the main aerial, mounted on the engine casing of a Rother class lifeboat.

Summing up

Capsizing is and always will be an alarming and dangerous experience, and coxswains will always navigate and handle their boats to avoid it if they possibly can. But no one can ever guarantee that a lifeboat will never find herself facing overwhelming seas. The risk of being turned over, though small, is one which the Institution's crews have always faced, and will continue to face. The designers are doing their best to furnish these men with boats which will survive capsize, which will protect their crews, and which will be usable after the event—not just to limp home, but to continue with the service in hand before turning for shelter.

Coxswain Griffiths of Salcombe lifeboat, finding his lifeboat upright again, was able to get under way at once and to turn at full power to recover his colleague from the sea, and then to resume his original course; he and his crew have shown that it can be done.

Books . . .

● **Wooden Boats and Men of Steel** tells the story of Withernsea lifeboats from 1862 to 1913 when the station was closed and the lifeboat transferred to Easington. Paul Baker is very much involved with the present day Withernsea lifeboat station which was reopened in 1974 with a D class inflatable boat. To help pay for a new boathouse which has just been completed he has written this book which mixes historic photographs and drawings with a chronological compilation of newspaper reports about the station and the services carried out by its various lifeboats. The newspaper reports are interspersed with the author's own comments and narrative and the effect is to produce a detailed and interesting account. Apart from the rescues themselves, one learns, for instance, that

when Coxswain George Hodgson retired in 1910, in all the 27 years of his service on the lifeboat he only missed one call, and that was for a practice when he was laid up with influenza.

The book costs £2 plus 50p postage and packing and is available from Paul Baker, at Hazebrouck, Hollym Road, Withernsea, North Humberside, HU19 2PL. — E.W.W.

● Prolific lifeboat historian Jeff Morris has recently added to his library of station booklets by producing **The Story of the Dover Lifeboats** and **The Story of the Swanage Lifeboats**. Both these books are filled with the usual meticulously researched information and intriguing photographs, taking the reader from the time when the first lifeboat was placed on station, up to the present day boats.

Dover Humane Society introduced the very first lifeboat at Dover in 1837 and it was not until 1855 that the RNLI took over the running of the station. In January 1930 a lifeboat, *Sir William Hillary*, capable of 17.25 knots was sent

to Dover after the increased aeroplane traffic crossing over to France made the RNLI decide a faster boat was needed to rescue victims of air crashes. The next lifeboat to be capable of that speed would be the first Arun, built some forty years later. Dover has always been a busy station and the rescues recounted by Jeff Morris make fascinating and sometimes chilling reading.

This is no less the case with his history of Swanage lifeboats. It was, in fact, a gallant rescue in 1875 by 13 coastguards of the crew of six from the wreck of the brigantine *Wild Wave* off Peveril Point that showed up the need for a lifeboat at Swanage. A petition was sent to RNLI headquarters and in September of that year *Charlotte Mary*, a 35ft 9in, ten-oared self-righting lifeboat was put on station.

Both booklets cost 75p plus 25p postage and packing. The Dover story is available by post from Mr B. Sackett, 41 Mayfield Avenue, Dover, Kent. The Swanage booklet can be ordered from Mrs Joan Hardy, 38 Priests Road, Swanage, Dorset. — E.W.W.

Lifeboat People



Red flares and a lifeboat alert interrupted the wedding reception of Nick White, a crew member of Weston-super-Mare lifeboat, and Alison Lyall on June 2. Nick's best man, brother Tim, and most of the lifeboat crew were among the guests at the Rozel Hotel, close to the boathouse, and the response was immediate. Festivities were resumed after a stranded boat had been towed to safety.

photograph by courtesy of Tom Gaze



Mrs Edith Greig, 94 years old, has collected for the lifeboats every year since World War I and on March 10 helped Mexborough and District guild collect £731 on its flag day; she was 'on the job' from 9am to 4pm. A holder of the Institution's silver badge, Mrs Greig seldom misses a guild event or meeting.

photograph by courtesy of
South Yorkshire Times

In support of the City of Edinburgh lifeboat appeal to fund a 47ft Tyne class lifeboat for Fraserburgh, The Lord and Lady Provost of Edinburgh visited Fraserburgh on April 13 and were taken afloat in the station's present lifeboat, the 48ft 6in Solent R. *Hope Roberts*. During the visit a £2,000 cheque for the appeal was presented by Norman Cowan, Convener of Banff and Buchan District Council.

* * *

Councillor Owen Roberts, second coxswain/mechanic of Pwllheli lifeboat, has been elected Mayor of Pwllheli. For the past 18 months Councillor Roberts has been acting coxswain while Coxswain William McGill has been absent following an injury.

At a supper dance organised by the Lizard-Cadgwith ladies' guild in December, the branch chairman, Laurie Francis, presented an oil painting to 771 Squadron of RNAS Culdrose. The gift was accepted for the Squadron by its commanding officer, Lt-Cdr Robin Overall, who commended the bravery, dedication and professional skill of lifeboat crews. The picture which is of the Lizard-Cadgwith lifeboat exercising with a Wessex helicopter was painted by the former branch honorary secretary, Bill Kennedy.

* * *

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

May 1983

Frederick George Crutchfield, motor mechanic of Swanage lifeboat from 1963 to 1970 after serving as reserve mechanic from 1957 to 1963.

March 1984

The Right Honourable The Dowager Countess of Airlie, president of Montrose ladies' guild from 1935 to 1982, during which time she practically never missed a meeting. Lady Airlie was awarded the gold badge in 1965 and honorary life governorship in 1982.

Sidney Cann, BEM, coxswain of Appledore lifeboat from 1933 to 1965 after serving as bowman from 1922 to 1931 and second coxswain from 1931 to 1933; in all he served in the lifeboat for 53 years. Mr Cann was awarded the bronze medal in 1944, a bar to his bronze medal in 1950 and the silver medal in 1962.

Arthur Dick, Bridlington station honorary secretary from 1967 to 1983. Mr Dick was awarded a Public Relations statuette in 1972 and a barometer in 1978.

Charles Edwin Shackson, fleet mechanic at Clovelly from 1949 to 1966 after serving as a part time mechanic from 1936 to 1949.

William Stewart, coxswain of Buckie lifeboat from 1948 to 1962.

April 1984

Mr D. D. Cockayne, honorary secretary of Selsey station branch from 1965 until his death; he was awarded binoculars in 1976 and the gold badge in 1984.

Captain Christopher C. L'Estrange, honorary secretary of Sligo branch from 1975 until his death; he was awarded a silver badge in 1984.

Mrs Eileen Nicholas, widow of the late Coxswain Henry Nicholas who had served on Sennen Cove lifeboats for nearly 50 years. When Sennen Cove ladies' guild was formed in 1962, Mrs Nicholas, who had already helped the branch for many years, became the founder chairman. In 1972 she was

elected to be honorary vice-president.

Coxswain John Sugrue, coxswain of Valentia lifeboat from 1958 to 1969. Mr Sugrue, who first joined the crew in 1948, served as bowman from 1953 to 1955 and as second coxswain from 1955 to 1958.

May 1984

Mrs J. Carter, chairman of Carshalton branch. Mrs Carter, who had previously been a lifeboat collector, joined the branch committee when it was formed in 1947 and had worked for it ever since, serving for some years as assistant honorary secretary and then as honorary secretary. She was awarded a chairman's letter in 1958, the silver badge in 1960 and the gold badge in 1970.

William Richard Chapman, coxswain of Filey lifeboat from 1963 to 1967 after serving as bowman from 1949 to 1958 and as second coxswain from 1959 to 1963; he first joined the crew in 1930.

Mrs G. C. Graham Doggart, who had worked for Selsey station branch for 44 years, serving as a committee member for 33 years and as flag day organiser for 38. Mrs Doggart, who had been chairman of the branch since 1964, was awarded the gold badge in 1952, a bar to her gold badge in 1962 and honorary life governorship in 1973.

Herbert C. P. Marfleet who retired as the Institution's accountant at the end of 1972. He had joined the RNLI in 1923 at the age of 16 and served for nearly 50 years.

Alfred William Payne, coxswain of Weston-super-Mare lifeboat from 1948 to 1970 after serving as second coxswain from 1938 to 1944 and in 1947; he first joined the crew in 1933. Mr Payne continued to give active help on shore at the station after his retirement.

Archibald Young Smith, second coxswain of Arbroath lifeboat from 1952 to 1954 after serving as bowman from 1949 to 1952; he first joined the crew in 1936. Mr Smith was the only survivor from the crew of the lifeboat which capsized in 1953; he immediately said he was ready to take his place once more in the lifeboat.

Edward Robert Smith, bowman of Aldeburgh lifeboat from 1955 to 1967 after serving as bowman of the No 2 boat from 1954 to 1955. Mr Smith, who first joined the crew in 1928, also served for many years as a shore helper.

June 1984

Mrs Bonella Farrant, wife of Major-General Ralph Farrant, a former chairman of the Institution. Mrs Farrant, who was lifeboat week organiser of Wareham and district branch for a number of years and who frequently accompanied her husband on lifeboat occasions and official visits, was widely known and loved for her kindness and consideration. In 1982 a relief 52ft Arun class lifeboat was named RNLB *Ralph and Bonella Farrant* and the naming ceremony was performed by Mrs Farrant at Poole.

Shoreline Section

THE ANNUAL ACCOUNTS submitted to the Institution's governors at the Royal Festival Hall in London on May 15 showed that Shoreline had contributed £934,400 to the RNLI's funds in 1983, an increase of more than £165,000. At December 31, membership stood at 97,773, an increase of 5,264, and it is very pleasing to note that 72 per cent of these new members subscribed under Deed of Covenant; that meant that, on all covenants, at no extra cost to the subscribers, £154,000 was received by the Institution from the Inland Revenue last year.

Membership, as you know, has now passed the 100,000 mark, but there are obviously many more people in the country than that who enjoy spending their leisure time on or by the sea, or who cross the sea on their way to overseas holidays, or who have friends or relations involved in commercial

shipping, or who just have the welfare of seafarers at heart. Many of them, I am sure, would be only too happy to subscribe to the lifeboat service were it brought more directly to their notice.

The RNLI's own advertising campaign is very successful in showing the general public how they can help the lifeboatmen, and last year about 3,500 new Shoreline recruits were enrolled in this way. Our volunteer Shoreline teams do valiant work at the various boat shows around the country and some of our members work hard and long at individual recruiting campaigns. Dudley branch, for instance, recruits with great vigour; its chairman, Karl Falk, has himself enrolled more than 1,500 new members, 174 of them at last spring's Birmingham Boat Show.

So what more can be done? It really comes down to the efforts of each one of us, and it is a startling fact that, if on top of the work described above, each member were to enrol just one new member in 1984, and if each of the Institution's financial branches and guilds were to set themselves a target of just one more Shoreline member in the year, we could have reached the quarter million mark by next Christmas! Even if we did not reach that splendid goal, at least we might have doubled or trebled 1983's enrolment figure.



Coxswain Douglas Mathewson presents to HRH The Duke of Kent, President of the Institution, during his visit to Arbroath on May 11, the lifeboatmen who man the 37ft 6in Rother lifeboat, RNLB Shoreline. photograph by courtesy of D. C. Thomson and Co

It is very easy to put off good intentions. So what about setting yourself a personal challenge in a limited time? Could you 'sign on' one friend interested in the sea before, say, the next new moon? There is an enrolment form at the foot of this page, and our Shoreline office at Poole will be delighted to send you extra forms if you would like them. The baton is with you!

As you know, Shoreline clubs have been formed at a number of places in the past few years. Altogether 15 have been registered with the RNLI—and a very active time some of them have, too. Shoreline Club No 10, at Hastings, has a programme for 1984 which, as well as social evenings, includes wine tasting, an old time music hall, a barbecue, a film show, a darts match—and a day trip to France (the honorary secretary is Mrs P. Rooney, 1 Marine Parade, Hastings). However, it is sometimes difficult to keep a club going on a purely social basis (four of our clubs have, in fact, been disbanded) and many of those who take part would like to be giving more active help to the Institution and have more personal contact with it than is possible under the present system.

After considerable discussion at headquarters, therefore, it has been decided that in future, where groups of Shoreline members in different parts of the country wish to get together to form a group of lifeboat supporters they should be put in touch with the Institution's regional organisers. The RO for their area will then be happy to help them to organise and establish a Shoreline branch in the same way as we organise our very successful fund-raising branches and guilds. Existing Shorelines clubs will continue but should their committees wish to re-establish themselves as a branch, Anthony Oliver, the appeals secretary, will be more than happy to discuss their ideas and suggestions with them.

Do you remember the collections of Green Shield stamps made over the years for the RNLI by Mrs Nora Neil? Nora has already raised £6,800 for the lifeboats by her unrelenting hard work and application. As well as Green Shield stamps, she also collects Co-Op and pink stamps, all of which she can turn into funds for the RNLI; also, for every complete book of Premier Gold stamps, which are now being re-issued, Nora receives £1. If you have any of these four types of stamps you can spare, please send them to Mrs Neil at 95 Fitzroy Avenue, Harborne, Birmingham B17 8RG. She will make very good use of them. Thank you.

Thank you, Shoreline members, for all your support in the past: we know that we can count on you for the future.—IAN WALLINGTON, *assistant appeals secretary, RNLI, West Quay Road, Poole, Dorset, BH15 1HZ.*

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

I enclose subscription to join Shoreline as an:

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

Name _____

Address _____

Over 110,000 people would have been lost without the lifeboat service.

Some Ways of Raising Money

The **Dublin lifeboat spring sale** of work was held in the Royal Dublin Society on Friday March 9. With over 300 voluntary workers involved it is the single largest fund-raising event in Ireland for the lifeboat service. Mrs P. Kavanagh, who organises the sale, saw yet another record return with £14,430.58 being raised. The most successful stall this year was Mrs Laidlaw's 'treasure 'n trash' which raised £2,295.14. The **Dublin Boat Show** followed a fortnight later, from Thursday March 22 to Sunday March 25, and the lifeboat stand was certainly one of the most popular at the show with many old friends calling in. A raffle for a working steamship raised £233; the floor collections realised £1,201.74, with Philip Booth who collected each day raising £674.40, while Shoreline brought in £974.65 enrolling new members and selling insignia.

Three members of Penlee lifeboat station, Clive Bennetts, the chairman, Second Coxswain Edwin Madron and Motor Mechanic Mike Inskip, were



Only RNLI supporters could find a way of feeding the swans and ducks on the Thames and collecting money for lifeboats simultaneously. At Henley-on-Thames the branch has arranged to fill this bin with unsold loaves, kindly donated by local bakers, place a collecting box beside it and persuade visitors to pay for the pleasure of feeding the birds by donating to the RNLI.

photograph by courtesy of N. E. Daniells



Last March, **Stranraer ladies' guild** pulled a few strings to organise a fiddlers' concert at Stranraer Academy under the baton of John Mason. It was a sell out and raised £622 to give the guild a great start to its fund-raising year. The orchestra regularly plays 'The Heroes of Longhope', a dedication to the tragedy which never fails to move its audiences.

photograph by courtesy of F. H. McCarlie

guests at a Cornish evening organised by **Gloucester branch**. A local village hall was packed by 150 people, many of them Cornish, to enjoy the best that Cornwall produces, including pasties, saffron buns and clotted cream, and hear of rescues off the sometimes savage Cornish coast recalled by the men who were there. During this much enjoyed evening many Cornish tales were told in dialect and Cornish songs sung; £370 was raised for the RNLI.

At the AGM of **Glasgow branch** last April it was reported that the revenue brought in for the lifeboats over the years by the branch had now exceeded half a million pounds: £516,000. A magnificent record of sustained endeavour.

A fashion show at Roy's of Wroxham and a concert at Thursford museum enabled **Broadland Rotary Club** to present £1,000 to RNLI **Wroxham and District branch**.

Those familiar with Ben Travers' farce 'Rookery Nook' will know that a character appears at one point collecting for lifeboat week. Over the years RNLI offices have had numerous requests for a 1920s style collecting box as a prop, along with oilskins and emblems. North London district office make sure to ask for some recompense



George Smith, international flower arranger and author, completes a large decoration at a flower arranging demonstration organised by **Leicester ladies' guild** at the Grand Hotel, Leicester. The evening, attended by 450 people, raised £1,000 for the RNLI.

for this lending service and recently the **Little Heath and Potters Bar Operatic and Dramatic Society** brought back £22.80 in its borrowed collecting box.

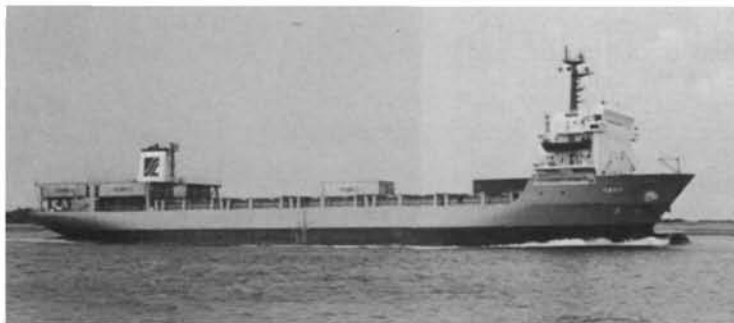
The organisers of Beaulieu boat jumble, held on Sunday April 15, gave a large stall free to **Lymington branch**. With a wide variety of goods being sold, including boats, books, charts, chandlery, outboard engines and sailing clothing, £928 was taken at the stall with a further £267 resulting from the auction of goods donated by other stallholders at the end of the day. **Lymington guild** sold £451 worth of RNLI souvenirs, Shoreline membership and insignia sales raised another £91 while a team selling tickets for the RNLI Southern Region's draw for a car took a record £464. Total, £2,201. A particular attraction on the stall was a 'What is it?' mystery object donated, with a £10

continued on page 65



Here's a feast! Children from **Royston Primary School, Edinburgh**, made cakes and sweets to sell to their fellow pupils to help fund the new 47ft Tyne lifeboat for Fraserburgh which will be named City of Edinburgh.

photograph by courtesy of *The Scotsman*

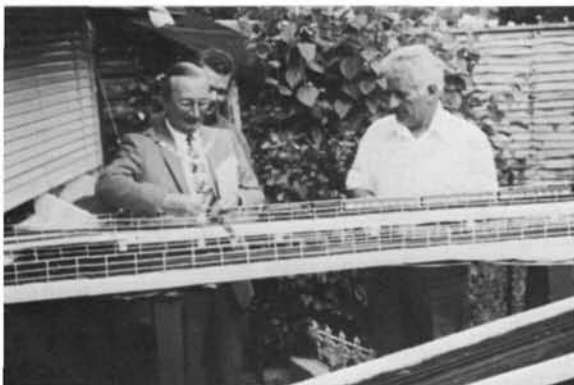


A raffle prize with a difference: **mv Oahu**, or at least the master of this ship, Captain Dennis Smith, decided, as part of his ship's Christmas and New Year celebrations at sea, to raffle his job for the day. The raffle raised £175 for the RNLi and the winner, 21-year-old Able Seaman Clive Moll, made the most of his 24-hour command; hard-hearted he may have been, but everyone seems to have enjoyed the day, and his wife and three-year-old daughter were invited on board to join in the fun.



At the **Hewas Inn, Sticker, Cornwall**, a giant whiskey bottle was set up by landlord and landlady Peter and Jo Shoults which collected £134 before it was ceremoniously smashed open by television personality Mike Whitmarsh; the money was given to **St Austell branch**.

photograph by courtesy of C. H. Barrett



No 40, Nelson Road, Wimbledon, has become a mecca for model railway enthusiasts from all over England when **Walter Cox** opens his garden to the public for one day each summer to show off his OO gauge model railway in aid of the RNLi. The Mayor of Merton opened a new terminal at last year's open day when a brass plaque was unveiled and £226 was raised.



Crew Member **Ron Jones, (c)**, of **Port Talbot** completed the Afan half marathon recently and thanks to the support of his friends collected £93 in sponsorship. Receiving the cheque is his station honorary secretary, **David Aubrey**, with **(l)** fellow lifeboatman **Andrew Rossi**. Crew Member Rossi and his family run a café in Swansea; a large bottle placed on the counter for coins for the RNLi was very quickly filled: it contained £74.75 all in small change.



A four-day Christmas art exhibition was mounted by **Littlehampton branch** at the auction rooms of Peter Cheney, the station's chairman and honorary secretary. Fifty-two West Sussex artists exhibited and many pictures and craft goods were sold during the show. £1,200 was made from commission on the sale of paintings and goods and a further £214 taken in souvenir sales. The picture shows the luncheon preview which was attended by **(l to r)** Mrs Peggy Upperton, former committee member, Mr R. O. Tough, vice-president of Teddington and Twickenham branch (twinned with Littlehampton), Lavinia, Duchess of Norfolk, Patron of the branch, Peter Cheney, Mrs Susan Cheney, honorary secretary, who organised the exhibition, and Councillor S. W. Gamble, Mayor of Littlehampton.



Unflagging support: **Steve Gilbert (l)** and **Graham Bradshaw (r)** hand a cheque for £225 to Falmouth harbour master and lifeboat honorary secretary, Captain **David Banks**. Their Platinum II Roadshow had raised the money carol singing and working a disco during the Christmas season. The two men, over the years, have brought in nearly £1,000 for the Falmouth branch.

photograph by courtesy of John Miles Photography



Captain Gordon Butterworth (l), Chief Marine Superintendent, Royal Fleet Auxiliary, presented a £14,000 cheque to Rear Admiral W. J. Graham, director of the Institution, on board RFA Sir Lamorak at Marchwood, Southampton, on April 16. The cheque represents one tenth of the target that the Royal Fleet Auxiliary has set itself to provide funds for a new lifeboat in memory of those officers and men of the RFA service who died in the Falklands conflict in 1982. With them is Captain P. J. G. Roberts, captain at that time of RFA Sir Galahad after which the new lifeboat is to be named. Further cheques for £355 from the officers and men of RFA Sir Lamorak and £45 from the 17th Port Regiment RCT, based at Marchwood, were presented. photograph by courtesy of Southern Newspapers



North Sunderland lifeboat crew look on while Jane Sutherland, grand-daughter of Lady Sutherland, president of the ladies' guild, presents a salmon to Bill Steel of Tyne Tees Television who opened the annual lifeboat fête at Seahouses. The fête was a huge success with £6,291.82 being raised; that figure included a £531.36 collection by 29 young people from the village. The guild raised £10,000 altogether last year with £1,223.59 coming from the sale of souvenirs at the lifeboathouse and a stall at a vintage car rally at Bamburgh Castle. One young competitor in the Great North Run on Tyneside also presented his £268 sponsorship to the guild.

photograph by courtesy of *The Northumberland Gazette*



When Botton's Amusement Park, Skegness, opened for the summer season, the whole of the first day's proceeds were donated to the RNLI. Backed by a pirate ship, Jimmy Botton (r) hands a cheque for £1,220 to Councillor Ken Holland, coxswain of Skegness lifeboat. With them (l to r) Crew Member Brian Wright, Second Coxswain Joel Grunnill, Crew Member Colin Moore and Emergency Mechanic Morris Hatton.



Sarah Todd and David Collins, surrounded by other children from Fairfield Primary School, Penarth, present a cheque for £90 to Captain W. G. Sommerfield, honorary secretary of Penarth station branch, and to Mrs H. Fearnley, wife of the second deputy launching authority. The school holds a collection every year for the RNLI and the children are also prolific stamp and foreign coin collectors – that's for the lifeboats, too.

photograph by courtesy of *Penarth Times*

prize, by Major G. B. Heywood. The winner was Mr A. G. Merriman of Liss whose guess came nearest to the Major's definition: a portable stanchion for a cat purchase block for the anchor. Mr Merriman gave the £10 to the RNLI but kept the portable stanchion saying he would try to think of a use for it!

Over the past two years **Upminster and Cranham branch** has sought the help of the **Metropolitan Police and Essex Police Bands** to good effect. Reportedly the evening concerts that have been staged have been arresting occasions providing a rhythmic beat. It is obviously not just coppers that are collected because so far more than £750 has been raised by the branch in this way, and the conductor for the last concert was aptly named R. O. Coxon!

The **Devon and Cornwall Constabulary Police Band** has also been helping the RNLI. A concert was organised in Ashburton Comprehensive School for

Buckfastleigh branch with the Police Band and Police Singers performing. The school hall was full and £230 was raised for the branch.

There are only about 600 people living on the island of **Westray, Orkney**, but that does not deter the local guild which in recent endeavours has raised £2,333 for the RNLI. Its activities has ranged from raffles, a regatta, a church service and a sale to a concert. Mrs J. Brown, honorary secretary of the guild for six years, president for a further nine and a driving force behind such successes as these, was awarded a silver badge last year.

London Pride Music Hall, a group formed by members of Richmond and Barnes Amateur Operatic Society, gave three concerts for charity in the spring. One night was for the benefit of the RNLI and by the combined efforts of this group and **Kingston-upon-Thames branch**, £1,248 was raised.

The bathtub sailors of Guernsey have done it again; they raised a record £1,450 for **St Peter Port station branch** racing sail-powered bathtubs in **Guernsey Yacht Club's Boxing Day** marathon across St Peter Port Harbour. The wind was a fresh breeze, force 5, but the 14 entrants seemed undeterred despite the fact that four out of every five had to give up. The open class was won by Simon Lovell and Keith Enevoldsen took the purist trophy.

Southwold and Dunwich fund raising committee has held a highly successful horse racing evening which made £763.90 with 126 guests attending. It is an annual event taking place at a local hotel; six lanes are taped out on the floor and guests are selected as jockeys. Horses are auctioned off, bets are placed and dice are thrown to indicate which horses advance and how far. There are normally six races during the evening and tickets include the price of a meal at half-time. Details of how to



An attractive display of RNLi souvenirs laid out by the ladies of Gravesend guild at the grand Christmas Bazaar which made £558. Although there are only ten members of the guild they raised £2,367 last year and show every sign of beating that figure this year. John Darbyshire, area organiser in the south east, is the only man in the photograph. photograph by courtesy of Reporter Newspapers



Ready for action; the ladies of Honley and Brockholes guild raised £460 during their coffee day and sale of Christmas goods at the home of Mrs Margaret Haffenden. They find ever increasing interest and support from the public in their area and people were still ordering goods from them months after the sale had finished. photograph by courtesy of Huddersfield District Newspapers

organise a similar event, complying with the requirements of the law, will willingly be supplied by Mr D. Ball, 78 Pier Avenue, Southwold, Suffolk.

The Southern Black and White Minstrels, directed by Mrs Iris Price, put on a show to raise money for Eastleigh branch. A dazzling show, played to a full house, brought in £155. Souvenirs were also sold and among prizes for a raffle was a crocheted blanket made by Mrs Hilda Walters.

Leslie Boyce helps various charities and his work for Enfield Lifeboat Club represents a fair proportion of his efforts. He fills an average of ten collecting boxes in lifeboat week each year and last year made £250. In 18 years his collections have amounted to more than £2,000.

One entrant in the recent five-mile fun run for rescue held at Queens Park, Bournemouth, was Russell Marston whose own personal sponsorship amounted to £100 for the RNLi. Eleven-year-old Russell's achievement was remarkable because he uses crutches, having recently lost a leg.

In a record year of fund raising when its total reached £2,200, Shaw and Crompton guild held its annual American tea party. The event, which included the presentation of the guild's honorary secretary, Mrs Joan Loney, with her silver badge, was a great success and raised £267.

The RNLi benefits handsomely from sponsored runners in marathons throughout the country. Before last year, however, no marathon had been

organised specially for the RNLi by an RNLi branch. The first Weston Super Marathon, staged by a sub-committee of Weston-super-Mare branch, involved 210 runners. The course was from Weston to Burnham-on-Sea and back and sponsorship produced a gratifying £1,300 for the lifeboat service. Plans for a second marathon next September are under way; information from Dave Wallace, 31 Old Banwell Road, Locking, Weston-super-Mare.

The Waggon and Horses public house, Surbiton, organised a sponsored walk and quiz in aid of local charities on December 11. The RNLi was one of the charities to benefit and a team of regulars, the Surbiton Sailors, carried a mock-up 'boat' dressed overall in RNLi colours. When it was all over, the team captain, Gil Carter, received on behalf of Molesey branch a cheque for £500 presented by the Mayor of Kingston-upon-Thames, Councillor Albert Simpson.

If you want to give up smoking and don't trust your will-power, it starts to be difficult to go back on your decision if you get yourself sponsored for the RNLi. Mrs Williams, who lives at Didcot, raised £101 from her colleagues at American Hospital Supply (UK) Ltd in this way.

An oil rig in the Brent Charlie field is a lucrative outpost of Beccles and District branch. Peter Wall, who works there, raised no less than £463 for the branch in 1983 which brings his impressive total collection over the last three years to well over £1,000.

Jerry Starley was prepared to lose his six-year-old beard once he had raised £200 for Torbay lifeboat. The ceremonial shaving took place at the Castle pub, Stoke Gabriel, after which the beardless fund raiser declared he intended to grow another immediately—for more hair-raising exploits?



A bridge marathon held in March at the home of Mrs Hilda Henshall raised £714.69 for the Rhosneigr section of Holyhead ladies' guild. The players, who kept going for just over 24 hours (to complete the last game!), present the cheque to Mrs Henshall: (l to r) Mrs Rhona Crilly, Mrs John Salaman, Colonel Salaman, Mrs Henshall and Mrs Dily Cunliffe. In April a further £827.56 was raised in two hours at a coffee morning in Rhosneigr village hall.



A sponsored fin (swimming with flippers) by Castlereagh Sub-Aqua club produced £500 for Bangor branch. John Houston, a member of the club, presented the cheque to Roger Killiner of Bangor lifeboat crew. A further £100 was donated to Donaghadee branch by the sub-aqua club in recognition of recent help from the station.



Four members of **Ballymena Round Table** took it in turns to water-ski across the Irish Sea from Cushendall to Southend, near Campbeltown. It took them 2¾ hours and they raised £675 in sponsorship for Ballymena branch. John Surgenor, Brian Beggs, Alan Jamrozy and Ivan McCappin are seen here with their chairman, Alastair McCrindle, and (in background) Red Bay lifeboat crew members Patrick McLaughlin and Joe Ferris.



How to keep dry and keep raising money at Scottish open air events. **West Kilbride and Seamill branch** use a standard canvas extension attached to a caravanette when they go out to sell souvenirs. The branch is only three years old but it has organised many profitable events in that time including flag days, a beach barbecue with an air/sea rescue demonstration and a shop on four Saturdays before Christmas at the local Halifax Building Society.



Finishing touches being made to the exhibits at **Cove and Kilreggan branch** flower show. It is an annual event and is growing in popularity and size all the time. Last year's show, which was opened by the Reverend C. K. O. Spence, retiring Church of Scotland minister for the area, made a record £812.78, helped by a highly successfully tombola run by the local Rotary Club.



Preparations finished for their annual cheese and wine evening, the ladies of **Port Erin guild**, Isle of Man, await their guests. Among the committee members are (extreme l) Mrs D. Maddrell, chairman, widow of former Coxswain Dennis Maddrell, Mrs F. Rimington (fifth from l) wife of the station honorary secretary, Mrs M. Roberts (second from r), guild honorary secretary, and Mrs E. Kewley (fifth from r), whose husband is president of the station branch. That evening the guild raised £560. In ten years Port Erin branch has raised £45,969 and the guild £13,998, a remarkable result from a very small village.

Fairlight Friends of Hastings lifeboat were formed in April 1982 and have since held three successful jumble sales. The most recent sale made £625 and the cheque was handed over by the chairman of the group, Colin Gotts, to Hastings honorary secretary Tony Hodgson in front of the lifeboathouse. Since they were formed the Fairlight Friends have raised £1,695.

Annual fund raising for the RNLi at **Bradfield Primary School**, Essex, reached a record last year. The children's sponsored events, bring-and-buy sale for parents and friends and a daily sale of pupil-made cakes in the school brought in a commendable £106.

A cheque for £400 was presented to Judge Lawrence Verney, chairman of **Winslow branch**, at its AGM by Monty Palfrey, former president of Buckingham University students' union. It was part of the proceeds of the students' rag week. In its first year as a branch in its own right, Winslow has raised £3,438 through subscription and donations, house-to-house collections, collecting boxes, souvenirs and special events.

Allan Clarke, administrator of the enquiry desk at Reading Post Office sorting office, has been sorting out his weight problems recently, to the benefit of the RNLi. He told his sponsors he would lose a stone in a month; he did it, too, raising £112 for the lifeboats. **Stuart Mason** of Troon lost four stone in a sponsored slim which took in the Christmas and New Year festive season; as a result, **Troon station branch** received a gift of £205.

A cheese and wine party recently staged by **Ferndown branch** made a very satisfactory profit of £81.27.

Seven members of **Hemel Hempstead's** Inland Sea Anglers recently gave a cheque for £60 to their local RNLi branch after they had taken part in a sponsored fish-in for the lifeboats.

Although no longer able to continue as a fisherman after a ship-board accident, **Alan White** ran for **Grimsby and District branch** in the Humber charity marathon last September and netted £1,311.41; it was the highest individual amount raised.

Visitors to **Townsend Thoresen** stand at the Ideal Home Exhibition at Earls Court last spring were offered a cute orange 'fluff bug' coat ornament if they put money in the RNLi pedestal collecting box. The box had to be emptied four times during the show and a remarkable £1,127.16 was collected.

The oak panelled billiard room in the home of Mrs D. Chippindale, a member of **Bradford ladies' guild and luncheon club**, was transformed for a day into an Aladdin's cave of goods and Christmas decorations when Mrs Jill Slingsby and her friends staged their winter spectacular; Jill Slingsby herself made 215 items for sale. The 250 tickets for the event were sold out two weeks before the date and a grand total of £1,414 rewarded the ladies' hard work.

Rob James, the yachtsman who tragically lost his life off Salcombe last year, had been due to give a talk to **Epsom Pirates Cruising Club**. In his memory the club held a raffle at its annual 'noggin 'n' natter' and raised £203 for **Salcombe branch**. More money was raised on Salcombe's behalf when Andy



Write a letter to the Lincolnshire Echo and the chances are you are unwittingly helping the RNLI. Jane Roberts, who works there as a copy taker, cuts the stamps off the envelopes and adds them to her collection. In six months she has collected 23,969 stamps for the RNLI. photograph by courtesy of Lincolnshire Echo

McCormack, son of the manager of the Shipwrights Inn, organised a sponsored tennis match with five friends in London. They played on the hottest day of last year from 8.30 am to 8.30 pm and raised £417.11 in the process.

A coffee morning held at the Lecture Hall in Barton-on-Humber by the local branch was where Michael Brown, member of Parliament for Brigg and Cleethorpes and president of Barton-on-Humber branch, was able to hand over a cheque for £1,000 to area organiser, Stuart Swallow.

RNLI national lottery

MARY TAMM, the actress most remembered for her portrayal of Doctor Who's assistant in the long-running BBC serial, drew the RNLI's twenty-fifth national lottery on Monday April 30 at Poole HQ. Vice-Admiral Sir Peter Compston, a deputy chairman of the RNLI, and Anthony Oliver, appeals secretary, supervised the draw which raised a record £49,630.50 for the lifeboats.

Miss Tamm, who was taking part in the play 'Good Morning Bill' which opened that same night at the Poole Arts Centre, set another record because the prizewinners, listed below, were for the first time scattered through all but one of the fund-raising regions:

£2,000: Mr M. C. Warrey, Swansea, West Glamorgan.

£500: Mrs D. C. Harkin, London SW12.

£250: D. R. Debnam, Biggin Hill, Kent.

£100: Mr N. Lee, Lichfield, Staffordshire; Mr E. R. Latham, Whitchurch, Shropshire; William Rea, Bangor, Co Down; Mrs P. Huband, Weymouth, Dorset; Aston D. Piper, Kintbury, Berkshire; Mrs M. L.



Another prepared to show his face after ten years of beard is Peter Farnworth who persuaded colleagues in the Control Systems and Accessories Department of Rolls Royce, Derby, to part with a total of £105 to go towards Cromer's appeal for a new 47ft Tyne class lifeboat.

photograph by courtesy of Rolls Royce

Norsystems Sea Angling Club of Dovercourt raised £342 to be shared between Harwich and Walton and Frinton lifeboat stations during a recent angling competition from Walton Pier.

The Scouts in the Roxeth area held their annual St George's Day Church Parade at St Andrew's Church, South Harrow, on Sunday April 29. As the Sea Scouts are celebrating their 75th anniversary and the theme of the service was the Cornwell Badge for courage, the collection, £81.18, was donated to the RNLI. The chairman and honorary secretary of Rayners Lane branch, Bill Warren and Geoff Cunnington, attended the service and plans were made afterwards for the RNLI branch to show the Scouts a D class inflatable lifeboat and give them a film show and talk one parade night.



A winning ticket is drawn by Mary Tamm, of 'Dr Who' fame.

Stevens, Sidmouth, Devon; Mary E. Worcester, Leeds, West Yorkshire. £50: A. Jewell, London SE4; Mr F. Bagshaw, Wimborne, Dorset; Miss Mary C. MacDonald, North Uist, Western Isles; Miss K. M. Ling, Diss, Norfolk; D. Magrath, Ramsgate, Kent; J. G. Milne Home, Lockerbie, Dumfriesshire; Mr K. Bowdler, Bracknell, Berkshire; M. E. Frake, Chessington, Surrey; Mr D. F. Aldred, Eccles, Greater Manchester; A. Sayers, Hayes, Middlesex.

The draw for the twenty-sixth RNLI lottery will be made at Poole on Tuesday, July 31.

In support of Nottinghamshire lifeboat appeal, seven-year-old Robert Young wrote a short illustrated story about a lifeboat rescue called 'Saturday Afternoon'. There were three chapters: the call out, the rescue and the return. Selling copies to his family and friends, Robert raised £57 for the appeal.

Following a visit to the RNLI base at Cowes, the pupils of Herbert Shiner School, Petworth, made a collection for the lifeboats and also held a sponsored silence and a disco. In all they raised £108 which they sent to Cowes with a letter of thanks for 'the privilege of a conducted tour of the depot'.

The result of coffee mornings, a midsummer fair, flag day and several other summer activities was a mammoth £17,000 amassed by Tenby and Saundersfoot ladies' guild last year. One of the ladies made mice out of shells and brought in £70 by selling them in the lifeboathouse.

Two months into its fund raising year and Yarmouth and Gorleston ladies' guild was already able to hand over a cheque for £2,000 to regional organiser George Price at its AGM last November. Several functions and money from collecting boxes helped to make up this sum. In addition, a further cheque for £250 was presented by Phillips Petroleum to the guild at the meeting.

Southern Region Office: the address is now:

25 East Street,
Wimborne Minster,
Dorset BH21 1DU.

Telephone: Wimborne (0202) 888835.

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:

Anstruther

Coxswain P. I. Murray
Shore Helper J. B. Gourlay

Bembridge

Shore Helper P. Dyer
Shore Helper C. Preston

Clogher Head

Shore Helper P. Smyth

Howth

Coxswain/Mechanic G. J. McLoughlin
Crew Member A. F. Hendy

Sennen Cove

Coxswain/Mechanic M. Hutchens
Shore Helper J. G. Chope
Shore Helper P. J. George
Shore Helper W. J. George
Shore Helper H. Hutchings
Shore Helper T. B. Matthews
Shore Helper G. J. Oliver
Shore Helper W. J. Pender
Shore Helper F. N. Tregear

Walmer

Coxswain/Assistant Mechanic C. S. Williams

Lifeboat Services

from page 46

Assistant Mechanic Robin Sunley was in the radar/radio chair; Crew Member David Pockley was on the starboard quarter tending the drogue trip line; Crew Member Kenneth Jewitt was on the port quarter tending the drogue rope, and Crew Members Robert Major, Richard Emmerson and Peter Brigham (who tragically lost his life while fishing some weeks later) were all in the forward well. All the crew were wearing full protective clothing, life-jackets and bump caps, but no one was using a safety line because they were entering shallow water.

The sea knocked the lifeboat over to about 120 degrees and the engine cut-out switches operated. Coxswain Major was thrown off the wheel and landed head first on the locker abaft the radio chair but all other crew members hung on. The lifeboat righted and the coxswain regained the wheel. Motor Mechanic Robson pulled the engine controls to neutral and went to the engine start buttons but before the engines could be started the lifeboat was struck by another big sea and was knocked down to port again.

Crew Member Jewitt, tending the main drogue line on the port side, was washed out; as the lifeboat righted he was over the side hanging on to the after stanchion stay. Coxswain Major's shout, 'Man overboard!' brought Crew Member Pockley from the starboard quarter, Assistant Mechanic Sunley from the radar chair and Crew Member Major from the forward well. Before they could pull him in, however, the next sea struck and yet again knocked the lifeboat down to port. When she righted, all four men were washed up on the after side of the wheelhouse well.

In all, five consecutive heavy seas knocked the lifeboat down to port before there was a smooth. After the port engine had been started, the throttles were set full ahead. The drogue had remained taut and pulled the stern around to port and the lifeboat was perfectly lined up to enter harbour. Once in the safety of the harbour, the starboard engine was started and the drogue recovered.

Mooring alongside, Crew Member Jewitt was taken to hospital for a check-up but was discharged with nothing worse than a bruised hand. There were no other injuries beyond mild bruising. The lifeboat herself was in good order. All gear on deck was still lashed in position and had not moved; no water had entered the lockers, engine room or tank spaces and no loose gear had broken adrift. Some oil had run out of the engine breathers, but when the RNLI's district engineer arrived to check the engines, they were started up and all operated well.

Some water had got into the radar display unit (although the scanner unit

was dry) and into the MF radio. The echo sounder, VHF radio and lights were all working.

After drying out and the replacement of the radar display unit, MF radio and compass, Flamborough crew took their lifeboat to Bridlington on Wednesday January 25 for the compass to be adjusted in Bridlington Bay. The lifeboat then returned to Flamborough and after being hauled up her bottom was checked over; she was back 'on service' at station at 1500.

Coxswain Major and all his crew were delighted with the way their 37ft Oakley class lifeboat *The Will and Fanny Kirby* had taken them through.

For this service, letters of appreciation signed by Rear Admiral W. J. Graham, director of the Institution, were sent to Coxswain James R. Major and his crew of Flamborough lifeboat and to Coxswain Ian Firman and his crew of Scarborough lifeboat.

Lifeboat Services November and December, 1983, January and February, 1984

Aberdeen, Aberdeenshire

54ft Arun: November 5 and December 2

Relief 52ft Arun: January 26 and February 9

Abersoch, Gwynedd

Atlantic 21: November 4

Aldeburgh, Suffolk

Relief 42ft Beach: December 30 and January 5

Amble, Northumberland

37ft 6in Rother: November 20 and January 22

Angle, Dyfed

46ft 9in Watson: December 18

Appledore, North Devon

Relief 46ft 9in Watson: November 13 and 19

Atlantic 21: November 19 and December 18

Arbroath, Angus

37ft 6in Rother: November 6, January 11 and February 1

D class inflatable: November 6

Arranmore, Co Donegal

Relief 52ft Barnett: December 8, 31, January 11, 13, 16, 18, 19, 20 and February 5

Ballycotton, Co Cork

52ft Barnett: January 13 and 23

Baltimore, Co Cork

47ft Watson: November 7 and 8

Barra Island, Inverness-shire

52ft Barnett: November 14 and February 22

Barry Dock, South Glamorgan

52ft Arun: November 6, 8 and February 11

Beaumaris, Gwynedd

Relief Atlantic 21: January 22, February 15 and 21

Bembridge, Isle of Wight

48ft 6in Solent: December 19

Berwick-upon-Tweed, Northumberland

Atlantic 21: November 8, 9 and January 9

Blackpool, Lancashire

D class inflatable: November 6, 20, February 19 and 27

Relief D class inflatable: February 19 (twice) and 24

Bridlington, Humberside

37ft Oakley: November 1, December 9, 17, January 2, 16, 17, 21, 23 (twice), 26 and February 1

Brighton, East Sussex

Atlantic 21: February 5

Broughty Ferry, Angus

Relief 52ft Arun: December 2

D class inflatable: November 11 and February 26

Relief D class inflatable: November 27 (twice)

Campbeltown, Argyllshire

52ft Arun: December 10 and 11

Clacton-on-Sea, Essex

Relief 42ft Watson: November 24

D class inflatable: January 7, February 5 (twice) and 6

Clovelly, North Devon

70ft Clyde: November 8, 9, December 13 and February 22

Relief 70ft Clyde: February 14

Criccieth, Gwynedd

D class inflatable: December 31

Cromer, Norfolk

48ft 6in Oakley: February 15

Donaghadee, Co Down

44ft Waveney: December 9 (twice), February 4 and 5

Dover, Kent

50ft Thames: November 2 (twice), 6, December 8, 25 and January 11

Dunbar, East Lothian

47ft Watson: December 1 and January 15

Dungeness, Kent

37ft 6in Rother: November 6, 28 and December 13

Dun Laoghaire, Co Dublin

44ft Waveney: November 26, January 28 and February 23

Dunmore East, Co Waterford

44ft Waveney: November 10, 13, December 12, 16, 21 and 28

Eastbourne, East Sussex

37ft 6in Rother: November 27, January 10 and 22

D class inflatable: November 13 (twice), January 8 and February 7

Exmouth, South Devon

33ft Brede: November 10

D class inflatable: November 7, December 27 and January 1

Eyemouth, Berwickshire

44ft Waveney: December 8 and January 23

Falmouth, Cornwall

52ft Arun: January 16

18ft 6in McLachlan: December 31, January 2, 4, 21 and February 5

Filey, North Yorkshire

37ft Oakley: November 1, 26, December 14 and 20

Flamborough, Humberside

37ft Oakley: November 13, 15, 22, December 1, 21, January 8, 13, 16 and 23

Fleetwood, Lancashire

44ft Waveney: November 23, January 14, 15 and 28

Flint, Clwyd

D class inflatable: December 9 and 20

Fowey, Cornwall

33ft Brede: November 13, 16 and 30

Fraserburgh, Aberdeenshire

48ft 6in Solent: January 1

Galway Bay, Co Galway

52ft Barnett: December 22, 28, January 17 and February 25

Girvan, Ayrshire

33ft Brede: November 1

Great Yarmouth and Gorleston, Norfolk

Relief 44ft Waveney: November 17, 20, January 3 and 4

Atlantic 21: November 4, 6 (twice), December 18, 26, February 4 and 5

Hartlepool, Cleveland

44ft Waveney: November 12, 29, December 4 and 11

Atlantic 21: November 7, 20 and December 24

Harwich, Essex

44ft Waveney: November 18 and December 13 (twice)
Atlantic 21: November 9, December 13, 27, January 18 and 24
Hastings, East Sussex
37ft Oakley: January 22
Relief D class inflatable: December 27 and 28
Hayling Island, Hampshire
Atlantic 21: November 22, December 18 and February 19 (twice)
Helensburgh, Dunbartonshire
Atlantic 21: November 13 and December 4
Holyhead, Gwynedd
Relief 52ft Arun: November 6, December 9 and January 28
Howth, Co Dublin
47ft Watson: November 25 and January 7
Hoylake, Merseyside
37ft 6in Rother: January 21
Humber, Humberside
54ft Arun: November 10, 20, 24, December 1, 4 (twice), 8, 21, January 7, 8 and 9
Relief 52ft Arun: January 17, 28, February 13, 15 and 16
Hunstanton, Norfolk
Atlantic 21: November 27
Islay, Argyllshire
50ft Thames: November 15 and December 15
Kirkwall, Orkney
70ft Clyde: November 8, 9, January 22 and 23
Largs, Ayrshire
Atlantic 21: November 14, 30 and January 29
Littlehampton, West Sussex
Atlantic 21: November 3, 13, January 15 and February 12
Littlestone-on-Sea, Kent
Relief Atlantic 21: January 8, February 11 and 15
The Lizard-Cadgwith, Cornwall
52ft Barnett: December 11 and January 16
Llandudno (Orme's Head), Gwynedd
D class inflatable: January 10
Lochinver, Sutherland
52ft Barnett: December 8 and January 3
Lowestoft, Suffolk
47ft Watson: November 13, 14, December 9, 18 and January 16
Lyme Regis, Dorset
Atlantic 21: November 10 and February 4
Lymington, Hampshire
Atlantic 21: December 27
Lytham-St Anne's, Lancashire
46ft 9in Watson: November 3
Mallaig, Inverness-shire
52ft Arun: January 15 and 20 (twice)
Margate, Kent
37ft 6in Rother: November 21 and 22
Minehead, Somerset
Atlantic 21: December 11, 28, January 22 and 25
Montrose, Angus
48ft 6in Solent: January 16
Morecambe, Lancashire
D class inflatable: November 18
Relief D class inflatable: February 17
Newbiggin, Northumberland
Atlantic 21: November 15
New Brighton, Merseyside
Atlantic 21: November 3 and December 6
Newhaven, East Sussex
44ft Waveney: November 2 (twice), 6 (twice), 29, December 13, 29, January 10, 12 and 14

Relief 44ft Waveney: January 22 (twice), February 8 and 18
Oban, Argyllshire
33ft Brede: January 2 and February 18
Padstow, Cornwall
Relief 46ft 9in Watson: February 6
Penarth, South Glamorgan
D class inflatable: November 8, 13, December 30, January 8 and February 26
Penlee, Cornwall
52ft Arun: December 13, 30, February 5 and 20
Peterhead, Aberdeenshire
48ft 6in Solent: January 12, 22 (three times), 23 and 28
Plymouth, South Devon
44ft Waveney: January 1 and February 18
Poole, Dorset
33ft Brede: December 8, 18 and 19
Dell Quay Dory: November 13, 16, 29, 30, December 5, 8, 18 (twice), January 7 (three times), 22, February 4, 18 and 19
Portpatrick, Wigtownshire
Relief 46ft 9in Watson: November 27
Portrush, Co Antrim
Relief 52ft Arun: November 20 and December 8
52ft Arun: January 11 and 16
Portsmouth (Langstone Harbour), Hampshire
Atlantic 21: November 18, 24, 27, January 22 (twice), 28, 30 and February 27
D class inflatable: January 22, February 2 and 27
Port St Mary, Isle of Man
54ft Arun: January 27
Port Talbot, West Glamorgan
D class inflatable: January 4
Pwllheli, Gwynedd
Relief 37ft Oakley: November 3 and 16
37ft Oakley: December 31
Queensferry, West Lothian
Atlantic 21: February 5
Ramsey, Isle of Man
37ft Oakley: November 16
Ramsgate, Kent
Relief 44ft Waveney: December 22 and January 5
Redcar, Cleveland
37ft Oakley: December 10, 11 and 12
Rhyl, Clwyd
37ft Oakley: November 5 and 29
Rosslare Harbour, Co Wexford
48ft 6in Solent: December 20
St Helier, Channel Islands
Relief 44ft Waveney: December 26 and February 19
St Ives, Cornwall
Relief 37ft Oakley: January 3 (twice) and February 24
St Mary's, Isles of Scilly
52ft Arun: December 31
St Peter Port, Channel Islands
52ft Arun: January 24, 29, February 12, 19 and 21
Salcombe, South Devon
Relief 52ft Barnett: February 3
Scarborough, North Yorkshire
37ft Oakley: December 20, 21, January 2, 23, 26 and February 26
Selsey, West Sussex
47ft Tyne: November 22, February 1 and 28
Sheerness, Kent
44ft Waveney: November 5, 23, 30,

December 9, 20, 30, January 1, February 10 and 29
D class inflatable: November 14, 25, December 27, 31 and February 29
Sheringham, Norfolk
37ft Oakley: November 21
Shoreham Harbour, West Sussex
37ft 6in Rother: November 2, 5, December 2 and February 6
Silloth, Cumbria
Atlantic 21: December 26
Southend-on-Sea, Essex
Atlantic 21: November 1, 6, 17, December 10 and 11
D class inflatable: December 31 (twice) and January 7
Southwold, Suffolk
Atlantic 21: December 9 and January 8
Staithe and Runswick, North Yorkshire
Relief Atlantic 21: December 11 and January 23
Stornoway (Lewis), Ross-shire
48ft 6in Solent: December 8, 9, 10 and January 21
Stromness, Orkney
52ft Barnett: January 12 and February 9
Sunderland, Tyne and Wear
47ft Watson: December 5, 11, January 21 and 30
Swanage, Dorset
37ft 6in Rother: November 9, December 8, 20, 26, 27 and January 29
Teemouth, Cleveland
47ft Watson: December 10
Tenby, Dyfed
46ft 9in Watson: November 8, 22 and January 5
Torbay, South Devon
54ft Arun: November 9 (twice), 19, December 24, 25, 26, January 28 and February 18
Troon, Ayrshire
Relief 44ft Waveney: November 26 and February 4
44ft Waveney: February 19 and 27
Walmer, Kent
37ft 6in Rother: November 3, 5, 8, December 15 and February 2
Walton and Frinton, Kent
Relief 47ft Watson: December 1
48ft 6in Solent: January 15
Wells, Norfolk
37ft Oakley: January 19
West Mersea, Essex
Atlantic 21: November 26 (twice), 27, December 3, 10, 21, 22, 27 (twice), January 2, 4 (twice), 7 (twice), 21 and February 5
Weston-super-Mare, Avon
Atlantic 21: November 6, January 4 and 30
D class inflatable: January 30
Weymouth, Dorset
Relief 52ft Arun: November 18, January 4 and 23
Whitby, North Yorkshire
44ft Waveney: November 15 (twice), December 21, January 18, 19, 23, 26, February 1 and 8
Whitstable, Kent
Atlantic 21: November 22, 27 and December 19
Wick, Caithness
48ft 6in Oakley: January 12
Wicklow, Co Wicklow
42ft Watson: December 9 and 27
Workington, Cumbria
47ft Watson: December 14, 26 and February 12
Yarmouth, Isle of Wight
52ft Arun: November 3 and January 21
Youghal, Co Cork
35ft 6in Liverpool: December 9 and 15
On Passage
52ft Arun ON 1081: January 14
On Trials
Atlantic 21 B537: February 26

SERVICES AND LIVES RESCUED BY THE RNLI'S LIFEBOATS

January 1, 1984, to April 30, 1984: Services 562; lives rescued 132

THE STATION FLEET

(as at 30/4/84)

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

LIVES RESCUED 110,491

from the Institution's foundation in 1824 to 30/4/84, including shoreboat services

Eastbourne lifeboat museum

After extensive renovation and refurbishment the Eastbourne lifeboat museum, near Wish Tower, has been re-opened to the public. A ceremony held on Saturday, May 19, marked the official re-opening when Lt-Cdr John Lunch of the RNLI's Committee of Management handed the museum over to the care of Eastbourne station branch. The Mayor of Eastbourne was then asked to cut the ribbon. Thousands of visitors are attracted to the museum and about £20,000 is raised for the RNLI every year as a result. It is the country's oldest permanent lifeboat museum, being opened in 1937 at the station's old lifeboat house.

* * *

Lifeboat commemorative covers—any offers?

Twickenham and District branch have been generously given, by Mr H. Powell, the full set of 64 lifeboat covers, most of them carried by a lifeboat and signed by a coxswain. To raise money for the RNLI they are being offered for sale as a complete set; their estimated value is £150. The early covers are not easy to obtain and all offers should be sent, by August 31, to: Mr R. O. Tough, 20 Manor Road, Teddington, Middlesex.

* * *

Appeal for photographs

The RAF museum at Hendon has kindly offered the RNLI space in which to stage an exhibition. Photographs of lifeboats working with helicopters and aircraft, particularly historical pictures, are urgently required to complement the display. Material can be returned, if required, after use. If you can help, please contact the Assistant Public Relations Officer, RNLI, 202 Lambeth Road, London SE1. Tel. 01-928 4236.

FREE
copy of the
guide that
tells all

FREE
membership
of **MW**
discount club

FREE
MW Moneymakers
with every order
—make you
up to **£25**

Fundraising made easy

with the biggest
and best range of
fundraising ideas

Big selections of fundraisers geared to your organisation — large or small

★
Widest profit margins — £2 to £2,978

★
The keenest prices — we are *never* undersold!

★
Express return delivery



We offer everything: Break-open Tickets • Window Games • Scratch-off Tickets • Bingo Tickets • Customised Tickets • Starter Sets • Prize Tombola • Straw Games • Punchboards • Tote/Raffle Spinners & Tickets • Bingo Blowers and more •

Send for free catalogue and Special Deal details:

MW Morris Shefras & Sons Ltd,
Dept 27 Vicarage Road,
Croydon, Surrey CR9 4AQ,
Telex 8812193


Phone 01-681 2921 for full details

When you have read THE LIFEBOAT, please pass your copy on . . .

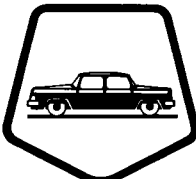



The complete insurance and financial service for supporters of RNLI

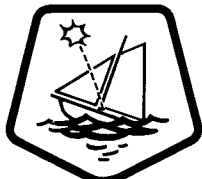
HOUSE CONTENTS




CAR INSURANCE




YACHT



INVESTMENT/SAVINGS



RETIREMENT PLANS



SEND FOR YOUR COPY OF THE BROCHURE

To AEGIS INSURANCE SERVICES (GROUP) LTD., FREEPOST, Maidenhead, Berks SL6 5BU
Please send me, without obligation, my personal copy of the complete insurance and investment service brochure. No postage necessary if posted in the U.K.
I am particularly interested in the following (tick box required)

| | |
|------------------------------------------------------------------|-----------------------------------------------------|
| <input type="checkbox"/> Family Protection/Life Assurance | <input type="checkbox"/> Car Insurance |
| <input type="checkbox"/> Review of existing Life Assurance Plans | <input type="checkbox"/> Household Insurance |
| <input type="checkbox"/> Investment for future House Purchase | <input type="checkbox"/> Insurance of Valuables |
| <input type="checkbox"/> Finances in Retirement | <input type="checkbox"/> Yacht and Craft Insurance |
| <input type="checkbox"/> Tax efficient Investment | <input type="checkbox"/> Please phone me to discuss |

Name (Mr., Mrs., Miss) _____

Date of Birth _____


Address _____

Tel. No: (Day) _____

Tel. No: (Evening) _____

Please ring for an appointment and see us at any of our principal offices:
Belfast 0232 247747 · Maidenhead 0628 23484 · Bristol 0272 297777 · Yeovil 0935 20044

Whatever your insurance and investment needs, AEGIS will advise you



Classified Advertisements

Wordage: £5.50 per single column centimetre (minimum charge £16.50. NB: The minimum of 3cm takes about 45 words at 15 words per cm). **With illustration:** £12 per single column centimetre (minimum charge £36).

ALL CLASSIFIEDS MUST BE PRE-PAID

HOLIDAY ACCOMMODATION

BOURNEMOUTH. Mount Lodge Hotel, Beaulieu Road. AA Recommended; en-suite bedrooms available; choice of menu; licensed bar. Ideally situated between Bournemouth and Poole, in the heart of Alum Chine, just a few minutes stroll to the sea and shops. Resident proprietors Ray and Amanda Newton offer you friendly and courteous service. Open all year round, full central heating. Tel: 0202 761173.

BOURNEMOUTH. The Parkfield is a comfortable, licensed, family run hotel. Forecourt parking. Gardens opposite include Public Tennis Courts, Putting/Bowling Greens. We are close to sea, station and shops. Also Bargain Mini-Breaks and Christmas programme. Phone Pauline and Craig Macfarlane for brochure (0202 290059) or write 56 Frances Road, BH1 3SA.

BRIXHAM, SOUTH DEVON. Comfortably-furnished and fully-equipped self-catering HOLIDAY APARTMENTS, each with colour TV. Superb level position beside outer harbour, panoramic views of Torbay and the ceaseless harbour activities. Near beach, boats and pool. Children over 4 years welcome. Regret no pets, Resident proprietors ensure really clean, well cared for accommodation. Full July and August. Stamp please for brochures. G. A. Smith, 'Harbour Lights', 69 Berry Head Road. Tel: 08045 4816.

DORSET. Close to Poole Harbour with sandy beaches, dunes and cliffs. Excellent centre for country/seaside pleasures. Golf 250 yards. Ride, walk or relax in licensed Private Hotel with open fireside comfort and fresh food cuisine. Resident Chef/Proprietors. Fully heated with en-suite facilities available. Open all year; special weekend rates. Fairlight Hotel, Golf Links Road, Broadstone BH18 8BE. Tel: 0202 694316.

ISLES OF SCILLY. Mincarolo Guest House. Superb position overlooking the harbour - adjacent the Lifeboat Station. Run by the same local family since 1945. All rooms h&c and heating. Open March to November. Terms from £12.50 (plus VAT) daily BB&EM. Telephone 0720 22513, or write to Colin Duncan.

LIZ AND JOHN RANKIN welcome you to THE OLD HALL HOTEL, RUSWARP, WHITBY. This comfortable licensed Jacobean Hall which is 'Traveller's Britain' recommended, borders the glorious North Yorks Moors and coastline. Special summer terms for RNLI and Shoreliners. Also 'Off-Season' weekends. Brochure: 0947 602801.

THE OLD RECTORY, RHOSCOLYN, Nr Holyhead, Anglesey. Family-run Guest House in secluded one acre grounds, close to a beautiful south facing sandy bay. Ideal for sailing, surfing, golfing and with lovely coastal walks. High standard of accommodation, with good food and excellent service. Write or phone for brochure. Edna and Dudley Aldred, Trearddur Bay (0407) 860214.

MINIATURE MODELS OF LIFEBOATS, SAILING VESSELS, YACHTS, AND OTHER MARITIME CRAFT

Commissioned by maritime museums, collectors, owners, skippers, RNLI stations and crews. Each subject individually created, by one of the world's leading ship modellers, to provide exceptionally accurate and detailed replicas. 'Exquisite perfection in miniature'—a client. The work includes many RNLI lifeboats for naming ceremonies, retirements and collections.

BRIAN WILLIAMS

West Rock, The Cleave,
Kingsand, Torpoint, Cornwall PL10 1NF
(Tel: 0752 822638)

RNLI WALL PLAQUES—a new high quality handcrafted item with full coloured RNLI houseflag, in relief, on a varnished shield 7" x 8"—£9.50 (P&P £2.25). Many supplied to Crews, Branches and Ladies Guilds for presentations with engraved plates and own wording £2.50 extra.

MARINE CRAFTS, West Rock, The Cleave, Kingsand, Nr. Torpoint, Cornwall PL10 1NF (0752 822638).

BOAT REPAIRS BRIXHAM

- Specialist boat refits
- Marine & Electrical Engineering
- Private and Commercial
- 4 Slipways (up to 65 ft l.o.a.)
- Lifting up to 10 tons
- Superior Quality
- Glass Fibre repairing
- Brokerage & Insurance

UPHAM · BRIXHAM · DEVON
TEL: (08045) 2365

UPHAM

MISCELLANEOUS
STOP BIRD DAMAGE with Cropect Humming Line. Protects boats, buildings and gardens, very cost effectively. Simply stretch and leave, the wind does the rest and BIRDS DON'T GET USED TO IT! 500 metre roll for 1-3 acres: £9.50. 100 ft reel for 3,000 sq ft: £3.20 (incl VAT, p&p). Cash with order only. We supply by return and refund if Cropect fails to satisfy. CROPECT, 1 Stanmore Industrial Estate (L), Bridgnorth, Shropshire WV15 5HP. Tel: 07462 66634 (24 hours).

PAINTINGS

LIFEBOAT OIL PAINTINGS on canvas (3 sizes). All types—rescue situations a speciality. £60 post paid. Send cheque with all information to A. J. LEE, 9 The Esplanade, Weymouth, Dorset. Delivery in six weeks, satisfaction guaranteed. Or send 50p stamps and s.a.e. for small sample photograph.

FUND RAISERS

A Best Seller Your Profit £19.20

per minimum order

BUY NOW —
PAY LATER

Free delivery
to your door

Details from
LANE & PARTNERS LTD. 59 South Audley Street, London W1
Telephone: 01-629 7800

The NEW
Exciting
10p Ticket
Game
**FUNNY
BUNNY**

Profit £55 per set

Send for details of this and all our
Fund Raising Games Now
all available in Mini Sets for
Smaller events

Peeks of Bournemouth Ltd

RIVERSIDE LANE TUCKTON BOURNEMOUTH BH6 3LD
Telephone: (0202) 429404/5

FREE
SUMMER FUND
RAISING BOOKLET

HOW YOU CAN HELP THE LIFEBOATMEN

- JOIN your local branch or guild
- JOIN Shoreline, the membership scheme
- HELP on flag days
- BUY RNLI gifts, souvenirs and Christmas cards
- SELL lottery tickets
- GIVE a coffee morning
- COLLECT used British or foreign stamps and foreign coins
- SPONSOR YOUR FRIENDS who are running in marathons, walking, swimming or perhaps knitting or rowing for the RNLI

For further information write to:

Appeals Secretary, RNLI, West Quay Road, Poole, Dorset, BH15 1HZ.

Advertisement Rates

Page £800 Half page £450
 Quarter page £275 Eighth page £170

Series rates where appropriate: Colour and cover rates on request

Circulation of THE LIFEBOAT 116,000

Dyson Advertising Services, PO Box 9, Godalming, Surrey 04868 23675

The Captain takes his hat off to the RNLI.



**A
SIGNED**

MARITIME LIMITED EDITION
by Michael James Whitehand

A rare opportunity to obtain a superb quality textured fine art **signed limited edition** print, titled
“A Proud Defeat”

Limited to 850 impressions, personally signed and numbered by this leading marine painter, Michael James Whitehand, *“A Proud Defeat”* is his first ever limited edition. At £19.95 inclusive this is an investment you can afford but cannot afford to miss!



Depicting the sad but proud defeat of an 18th Century hard fighting man o' war this superbly authentic 25" x 18" picture reflects our nation's fighting spirit throughout the centuries of sea power in victory or defeat.



Michael James Whitehand, a marine artist of growing world renown, was born in 1941, in the coastal town of Bridlington, Yorkshire. Having shown unquestionable artistic flair as a schoolboy he was able to continue to improve his techniques while serving overseas in Her Majesty's Forces.

Whilst living in the inspiring settings of Cornwall he gained valuable experience painting and studying the romantic era of sail. Such is his skill that his paintings are commissioned from as far afield as the United States and Australia and his works are known to hang alongside those of the great masters.

ORDER FORM To: MARINE PRINT OFFER

c/o Pictures & Prints, 35 Quay Road, Bridlington,
North Humberside. Tel: (0262) 76592.

Please send me print/s from the Signed Limited Edition of *“A Proud Defeat”*

Name _____

Cheque/P.O. No. _____

Address _____

For £ _____
(Payable to Marine Print Offer)