



The Lifeboat

Journal of the Royal National Lifeboat Institution

Autumn 1984 30p



Municipal Life Assurance announces a unique new fund-raising campaign in partnership with the R.N.L.I.

How your investment in a top-performing unit trust or savings plan will help to pay for a new R.N.L.I. lifeboat.

£100,000

Today there is a greater need than ever for public support of the R.N.L.I. With the growing popularity of recreation by and on the sea and the continuing need to provide a service to commercial and fishing vessels, the R.N.L.I. are engaged in a ceaseless struggle to improve the standards of their work.

For, of course, when we are talking about saving lives, nothing less than perfection can be adequate. And that is why there is always a need for new and more advanced Lifeboats.

Now an imaginative agreement has been concluded between Municipal Life Assurance and the R.N.L.I. which will help to raise much needed funds for a new Lifeboat.

Municipal Life Assurance will contribute to R.N.L.I. funds every time any member or supporter of R.N.L.I. decides to invest through M.L.A. Unit Trust or a unit-linked insurance policy.

You will see details of one Municipal Life Assurance plan in an insert included in this issue of the magazine. However, you may wonder why the R.N.L.I. are doing this, and why with Municipal Life Assurance in particular?

Frankly, any scheme which will increase the R.N.L.I.'s funds and, at the same time, be attractive to you as a supporter, makes sense.

By dealing directly with you, Municipal Life Assurance are able to reduce their marketing costs, and are happy to reflect this in the contribution which they make to the R.N.L.I.

NEW INVESTMENT SCHEME...

The M.L.A. Unit Trust, launched in 1976, came out this August as the top performer amongst all the U.K. General Trusts on the market over 3, 5 and 7 years.

But remember that unit values can fall as well as rise.

Whilst past performance cannot necessarily be taken as a guide to the future, the performance of our management group is clearly well above average.

Had you invested £10,000 at the launch of this Trust in 1976, eight years later that £10,000—with the income reinvested—would have grown to £102,893.

Now investors have the opportunity to invest in



This appeal programme—a joint venture between Municipal Life Assurance and R.N.L.I.—is designed to raise money for a new Lifeboat.

this Unit Trust via a new scheme: Munipayer, which is designed to offer both capital growth and “tax-free” regular withdrawals.

...OR SAVINGS PLAN

Municipal Life Assurance also have a high performance savings plan which is designed to give a good return on your investment. It also gives you life assurance protection. This plan can provide you with a “tax-free” lump sum in 10 years, or “tax-free” regular withdrawals.

HOW TO HELP YOURSELF AND THE R.N.L.I.

To: Municipal Life Assurance Ltd., Freepost, Maidstone, ME14 1BR—Tel: 0622-671977.

(Freepost means that you do not need a stamp)

Yes: I would like to know more about Munipayer, your new Investment Scheme

Yes: I would like to know more about your Savings Scheme

Please send me, without obligation, full details to review at my leisure. I understand no salesman will call.

Name

Date of Birth

Address

Postcode

RNLI



SUPPORTING THE LIFEBOATS



Our target for this Lifeboat Appeal is £100,000. We will be using this flagpole to keep you informed on progress. The first £18,000 has already been donated by Municipal Life Assurance.

£18,000

THE LIFEBOAT

Autumn 1984

Contents

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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	74
Lifeboat Services	77
Naming Ceremonies and Dedications	83
Working Together: helicopters and lifeboats.....	89
Lifeboat People.....	94
Used Postage Stamps and Covers	94
Shoreline	95
Here and There.....	96
Books	97
Some Ways of Raising Money	99
Letters	104
Lifeboat Services, March, April and May, 1984	105
Open Days, Poole HQ and Depot.....	107
Index to Advertisers.....	108

COVER PICTURE

The 37ft Oakley class lifeboat Jane Hay, stationed at Newcastle, County Down, Northern Ireland. She was built in 1964 and was originally at St Abbs in Scotland, later entering the relief fleet. Jane Hay arrived at Newcastle in 1980 and during her lifetime has been launched on service 59 times, saving a total of 20 lives. The photograph was taken by Colin Watson.

Editorial: All material submitted for consideration with a view to publication in the journal should be addressed to the editor, THE LIFEBOAT, Royal National Lifeboat Institution, West Quay Road, Poole, Dorset BH15 1HZ (Telephone Poole (0202) 671133). Photographs intended for return should be accompanied by a stamped and addressed envelope.

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

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NOTES OF THE QUARTER

TWIN ENGINED inflatable lifeboats have been designated the C class. This is to distinguish them from the single engine 15ft 6in D class inflatables, well known all round the coast. All C class boats at the moment are 17ft 6in Zodiac Mk IV hulls with twin 40hp outboard engines and most of the class have a limited night capability. At present there are C class lifeboats at St Abbs, Portaferry, Mudford, Aberystwyth, Criccieth (see photograph on opposite page), Newquay (Cornwall), Cullercoats and St Catherine, with one boat in the relief fleet. Six more C class boats are building; four will go on station, at

Kinghorn, St Ives, St Bees and Rye Harbour while two are for the relief fleet.

Letter designations are used for lifeboats under 10 metres in length. A class lifeboats are rigid hulled boats, such as the 18ft 6in McLachlan and the 17ft 6in Dell Quay Dory; B class lifeboats are the Atlantic 21 rigid inflatables.

Since the introduction of the first inflatable boats into the RNLI's fleet in 1963, lifeboats under 10 metres have, between them, rescued more than 12,000 people.

Solomon Browne flagstaff

Carpenters in the RNLI depot at Poole have made a flagstaff from the remains of the former Penlee lifeboat *Solomon Browne*. It is made of pieces of every type of wood used in the lifeboat to perpetuate the memory of the lifeboatmen who were lost in the Penlee disaster in December 1981. The flagstaff is to be placed in Truro Cathedral, where the RNLI memorial service to the memory of the Penlee lifeboatmen and those lost in *mv Union Star* was held in February, 1982.

Walton and Frinton centenary

Walton and Frinton lifeboat station celebrated its centenary at a rededication service on June 13. The Lord Lieutenant of Essex, Admiral Lewis, was joined at the ceremony by the Lord Mayor and Lady Mayoress of Birmingham, Councillor and Mrs Hales, representing the people of the city who raised the money for the station's present 48ft

6in Solent lifeboat, *City of Birmingham*.

Rear Admiral W. J. Graham, director of the RNLI, presented a centenary vellum to Mr R. Oxley, chairman of the branch. Since the station was founded in 1884, Walton and Frinton lifeboats have launched on service 806 times saving 796 people.

New C of M members

Three new members have recently been elected to the Committee of Management: Mr Richard Douglas, MP; Admiral Sir Rae McKaig, KCB CBE, and Mr J. A. H. Paffett, RCNC CENG FRINA HONFNI FRSA.

Mr Richard Douglas is the Labour and Co-operative member of Parliament for Dunfermline West. He is a qualified marine engineer and has been a director of Ferguson Brothers (Port Glasgow) since 1975. Mr Douglas has been much concerned in education and has been an honorary lecturer at the University of Strathclyde since 1980.

Admiral Sir Rae McKaig is chairman and chief executive of Gray Mackenzie and Co and a director of Inchcape plc. He had a distinguished naval career, serving as Flag Officer, Plymouth, and Port Admiral, Devonport, from 1970 to 1973 and UK military representative to NATO from 1973 to 1975. Admiral McKaig is a member of the Royal Ocean Racing Club.

Mr James Paffett, a consultant in naval architecture, is chairman of the RNLI's Technical Consultative Committee and a member of the Boat



photograph by courtesy of *Herald Express*, Torquay

HRH The Princess Anne, has recently had the opportunity to inspect two of the RNLI's most up-to-date lifeboats. At Brixham (left), on a visit to open the new HM Coastguard Maritime Rescue Sub-Centre, she walked down King's Quay to talk to the lifeboat crew whose relief 52ft Arun class lifeboat *Sir Max Aitken* was moored alongside. Three days earlier, on June 8, (below) Her Royal Highness had been shown the Atlantic 21 rigid inflatable lifeboat, donated by the Institute of London Underwriters on their centenary, at the Guildhall, London (see report on page 38 of the summer 1984 issue of THE LIFEBOAT). Vice-Admiral Sir Peter Compston, deputy chairman of the Committee of Management, is seen describing the lifeboat to Princess Anne.





Tim Batstone passes Land's End on his record-breaking 1,777 mile journey round Britain. Longships Lighthouse is in the background. The circumnavigation took him 70 days in all.

Committee. He was a professor of naval architecture at the Royal Naval College, Greenwich, from 1962 to 1967, superintendent of the ship division of the National Physical Laboratory from 1967 to 1976 and general manager of the National Maritime Institute from 1976 to 1981.

Award for Guernsey lifeboatmen

Guernsey lifeboatmen gained a standing ovation from delegates at the National Union of Seamen's biennial general meeting, held in Guernsey last May, when the NUS general secretary, Jim Slater, presented RNLI Guernsey branch chairman, Jurat Guy Blampied, with an inscribed figurine to thank them 'for their work and sacrifices on behalf of seamen'. Particular mention was made of the rescue from the freighter *Radiant Med* last January, for which Coxswain Michael Scales was awarded a bronze medal. Motor Mechanic Robert Vowles was loudly applauded when he said, 'We hope you will never need us. But if you do, we'll be there'.

VAT concessions

Following approaches to members of Parliament from constituencies with lifeboat stations and approaches to central government, the Chancellor of the Exchequer announced in his 1984 budget that the zero rating of lifeboats would be extended to lifeboat carriages and launching equipment, including tractors. This is an important concession, which the Institution has welcomed, particularly as the new RNLI launching tractor costs around £100,000.

However, the RNLI's VAT bill is still around £300,000 and is payable on such items as lifeboathouses, buildings, slipways capable of being used by the public, Land Rovers used to launch inflatables, radios and bleeper sets on

land, pontoons and many other items. The RNLI is continuing, with other organisations, to press for complete VAT relief for all charities.

Board sailing circumnavigation

Twenty-five-year-old Oxford graduate Tim Batstone completed his circumnavigation of Britain on a sailboard when he arrived off Southend on Tuesday July 10. He completed the 1,777

mile trip in 54 days of sailing, taking rest days and pausing for bad weather where necessary; he was accompanied by a safety boat throughout. The longest distance he covered in a 24-hour leg was 107 miles between Spurn Point and Lowestoft but his average distance was 32 miles a day. He spent a total of 340 hours on the sailboard.

Tim Batstone hopes to have raised £30,000 for the RNLI in sponsorship from the public and from Charles Heidsieck Champagne, who donated 10p to the Institution for every bottle of their champagne sold during May, June and July. So far more than £25,000 has been received.

Training for the circumnavigation, which will be entered in the *Guinness Book of Records*, took over a year.

RNLI film gains certificate

The new RNLI film 'How Do You Say Thank You?', made by Discus Documentaries of Lymington, has been awarded 'best entry' certificate in the western regional final of the 1984 Kodak Commissioned Film Awards. The film went forward to the national final but did not win.

'How Do You Say Thank You?' features Yarmouth, Isle of Wight, lifeboat in a number of dramatic rescue sequences, including the rescue of a young family from their yacht.

Videotapes for sale

Three RNLI films, 'Storm Force Ten', 'Let Not the Deep' and 'How Do



One of the new 17ft 6in twin-engined C class inflatable lifeboats preparing to go afloat after her official handing over at Criccieth last May. A report of the ceremony appeared on page 57 of the summer 1984 issue of THE LIFEBOAT. photograph by courtesy of Nigel Hughes

ANNUAL MEETINGS 1985

South Bank, London, Tuesday May 21

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

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

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

You Say Thank You? are now available for sale as videotapes. They can be obtained in the vhs format, price £17.25 (including postage) per title, from Viscom, Park Hall Road Trading Estate, London SE21 8EL. These three titles are, of course, also among the RNLI 16mm films available for hire for group showing from Viscom.

Fancy that . . .

The ladies of Whitby guild got more than they bargained for on their strawberry and cream afternoon last July. One of the attractions was a comic cricket match between the lifeboat crew and the local Round Table. The match was interrupted by a call from the Coastguard and, minutes later, astonished holidaymakers saw Andy Pandey, Biggles and a nurse making for the D class inflatable lifeboat's boathouse. Two youngsters, who were cut off by the tide, were picked up and landed safely.

. . . a pheasant surprise

The finest traditions of the RNLI were shown by Courtmacsherry Harbour lifeboat crew in the rescue and subsequent care of a casualty they spotted in the water when they were out on exercise.

The bedraggled survivor was sighted in the last stages of exhaustion a couple of hundred yards from the shore, being tossed about by the strong wind and gradually blown out to sea. Second Coxswain Dan O'Dwyer and Crew Member Colin Bateman launched the inflatable dinghy carried on board the



On July 12, at the Baltic Exchange, London, His Excellency The Greek Ambassador presented nautical gallantry medals to the men who were coxswain and crew of St Peter Port lifeboat when, on January 4, 1979, she had, together with helicopters, searched for twelve hours for survivors from the Greek motor vessel Cantonad which sank in the English Channel in a force 12 hurricane and enormous seas; one man was picked up by helicopter and the lifeboat recovered two bodies. (l to r) Motor Mechanic Eric Pattimore, Assistant Mechanic Robert Vowles, Acting Second Coxswain Robert Hamon, Coxswain John Petit, who was awarded a third bar to his bronze medal for the service, and Crew Members Graham Eker and John Robilliard.

photograph by courtesy of Guernsey Press

station's 47ft Watson lifeboat, recovered the casualty and landed her into the care of the honorary secretary's wife, who helped her dry out in the kitchen and then let her rest . . . outside in the bird run. The casualty was a hen pheasant.

Change of telephone number: one of the South West Regional Office telephone numbers has been changed. The two numbers are now Bristol 291939 and 273853.



(Left) To welcome home Salcombe's 47ft Watson lifeboat The Baltic Exchange, after her capsize in 1983 and complete survey and overhaul which followed, piper Gordon McCormack, landlord of The Shipwright's Arms, boarded the station's relief lifeboat and bagpipied her back to her mooring. The Baltic Exchange can be seen coming up the estuary with a strong escort of local boats.

photograph by courtesy of South Devon Press Services

(Below) A vintage gift: this 1926, four-seater open tourer Rolls-Royce 20 was generously donated to the RNLI and recently came under the hammer at a Christie's car auction at Beaulieu in Hampshire. In the words of the sale catalogue: 'It is extremely rare to see a vintage Rolls-Royce in unrestored but complete and original condition in the 1980s. This example has been blocked up in a private garage for about 20 years.' The car made over £13,000 for the RNLI, considerably higher than had been expected.

photograph by courtesy of Southern Newspapers



LIFEBOAT SERVICES

West Division

Carried off shore

LIVERPOOL COASTGUARD informed the honorary secretary of **Fleetwood** lifeboat station at 1749 on Friday March 23, 1984, that a board sailor was in trouble a short distance from the shore opposite Rossall Hospital. Maroons were fired at 1752 and at 1800 the station's D class inflatable lifeboat was launched; Second Coxswain Stephen Musgrave was at the helm, with Barrie Farmer and David Owen as crew, and the lifeboat was driven at full speed towards the west-south-westerly inshore passage to Rossall Point known as The Neckings.

A near gale, force 7, was blowing from south south east and the sea at the launching position, well sheltered from the prevailing wind, was slight. It was 2½ hours after high water.

On the falling tide, the depth of water in The Neckings was decreasing rapidly but Second Coxswain Musgrave was confident that this passage, close inshore, could still be negotiated. As the western end was approached the sea became rougher and speed had to be reduced. Off Rossall Point the seas were breaking and they were estimated to be some six to eight feet high.

Rounding the point, course was altered south towards the reported position of the casualty. With the weather deteriorating, the south-south-easterly

wind had increased to gale force 8, with eight foot seas and a moderate to heavy swell, and the inflatable lifeboat was now experiencing the full force of wind and sea.

Throughout the passage south from Rossall Point the lifeboat was being buffeted by rough seas. The heavy spray thrown up together with the rise and fall of the swell and sea meant that visibility from the low vantage point of an inflatable boat was poor. Using his skill and experience and with judicious use of the engine, Second Coxswain Musgrave brought the lifeboat to the reported position of the casualty, arriving at about 1815.

Close radio contact was being maintained with the Coastguard mobile on the beach which was trying to keep the sailboard under observation. The lifeboat was just asking for further directions when she was lifted up on a high crest and her crew caught sight of the sailboard some 50 yards further out to sea and about three quarters of a mile off shore.

The man was sitting astride his board, which was being taken rapidly out to sea by the wind and tide. He had already jettisoned his mast and sail. As there would be serious risk of damaging the inflatable lifeboat if an attempt was made to take the man off the sailboard, Second Coxswain Musgrave told him to slip into the water, pushing clear of his board. This the man did and, as the lifeboat came alongside, he was quickly pulled on board.

The board sailor was wearing a dry suit and a buoyancy aid and, for additional safety, he was helped into a survivor's lifejacket. The board was then recovered, at the first attempt, and lashed to the top of the sponson. Because the sailor was well clad and fit, Second Coxswain Musgrave decided that trying to beach the lifeboat at Rossall Hospital was an unnecessary risk; it would be better to go straight back to station.

The Coastguard mobile reported that, with the falling tide and rough water, The Neckings was no longer

navigable, so Second Coxswain Musgrave headed north for Kings Scar Buoy. The inflatable lifeboat, half full of water and with an extra person on board, was sluggish, and the seas were too rough for her to be driven at full power so that she could drain off the water through her self bailer. Slow progress was made, however, with the helmsman once again having to use all his skill to control his heavy craft in the rough seas.

Once round Kings Scar Buoy and turned on to an east-north-easterly course, some respite was afforded by the lee of the North Wharf sandbanks. Entering the main channel, and turning south south east for home, speed could be increased and the majority of the water was drained from the boat.

At 1920 the inflatable lifeboat arrived back at station, where the board sailor and his board were landed. The lifeboat was rehoused and once again ready for service at 1930.

For this service the thanks of the Institution inscribed on vellum were accorded to Second Coxswain Stephen J. Musgrave, helmsman of the D class inflatable lifeboat. Vellum service certificates were presented to Crew Members Barrie E. Farmer and David B. Owen.

South East Division

On the Goodwins

RAMSGATE PIERHEAD lookout sighted red flares to the south east of the harbour at 2303 on Saturday October 29, 1983. The sighting was immediately reported to Dover Coastguard, the honorary secretary of **Ramsgate** lifeboat station was informed and the maroons were fired.

The night was fine with good visibility. The northerly breeze was moderate to fresh, force 4 to 5. Low water was predicted at 2355.

The relief 44ft Waveney lifeboat *Wavy Line*, on temporary duty at Ramsgate, slipped her moorings at 2314 under the command of Coxswain/Mechanic Ronald Cannon. She drove on a course of 120°M until she reached a position between the North Goodwin and Gull Stream buoys. No echoes other than the drying Goodwin banks showed on the radar and no visual sighting of a casualty was made until the lifeboat put up a parachute flare; this flare was immediately answered by a red distress flare to the east.

Judging the casualty to be east of Goodwin Knoll Bank, course was altered to north north east and the lifeboat rounded the northern edge of the bank. Further white flares fired from the lifeboat were each answered by red flares until, at about midnight, the lights of the casualty were seen.

Knowing the area to be steeply shoaling, and realising that the people he could now see on deck could well be washed off by the heavy breaking seas at the bank edge, Coxswain Cannon

ANNUAL AWARDS 1983

The Maud Smith Bequest Award for the outstanding act of lifesaving during 1983 has been made to Crew Member Arthur Hill of Largs, who was awarded the silver medal for the rescue on July 24 of a young girl trapped in a small airpocket under the cabin top of an upturned motor cruiser.

The Ralph Glistler Award for the most meritorious service carried out in 1983 by the crew of a lifeboat under 10 metres in length has been made to Helmsman David Munday and Crew Members Anthony Delahunty and Nigel Osbourn of Selsey for the rescue

on October 5 of three men from the motor cruiser *Joan Maureen* stranded against the seaward end of a timber groyne and breaking up in an onshore strong south-westerly breeze and heavy, confused seas. For this service Helmsman Munday was awarded the bronze medal and Crew Members Delahunty and Osbourn were presented with framed letters of thanks signed by the Duke of Atholl, chairman of the Institution.

The James Michael Bower Fund awards for 1983 have been made to Crew Member Arthur Hill, who received the silver medal, and to Coxswain Michael Berry of St Helier and Coxswain Michael Grant of Selsey, who each received a bar to his silver medal.

drove in towards the bank from the east. The lifeboat grounded frequently as she approached the 26ft Belgian yacht *Mer Gespard*, which was laying over to starboard and hard aground. Seas were washing over the entire deck area of the yacht, and over the stern and waist of the lifeboat, but nevertheless Coxswain Cannon managed to hold *Wavy Line's* bow against *Mer Gespard's* quarter long enough for all six of the yacht's crew to scramble safely aboard the lifeboat.

At the owner's request and with the coxswain's agreement, Second Coxswain/Assistant Mechanic Derek Pegden took a line aboard *Mer Gespard* and secured it to her mast. The lifeboat was then driven full astern, lifting to the seas and clearing the bank as the tow was paid out. Once in deeper and calmer water, the lifeboat was turned and the tow made fast aft. *Mer Gespard* was drawn clear of the sands without difficulty and at 0035 the tow to Rams-gate began. Harbour was safely reached at 0115. The lifeboat was refuelled and once again ready for service at 0145. During the following forenoon the lifeboat was again taken to sea for engine trials to ensure that the grounding had caused no defects; no damage had been incurred.

For this service a framed letter of thanks signed by the Duke of Atholl, chairman of the Institution, was sent to Coxswain/Mechanic Ronald N. Cannon and his crew: Second Coxswain/Assistant Mechanic Derek A. Pegden, Emergency Mechanic Dennis T. Cooper and Crew Members William A. Bly, Thomas H. Brown and Timothy E. Hurst.

East and South East Divisions

Long hours at sea

THE CARGO VESSEL *Gladonia*, broken down and drifting 34 miles east of Lowestoft, was reported to the honorary secretary of **Great Yarmouth and Gorleston** lifeboat station by Yarmouth Coastguard at 0850 on Tuesday January 3, 1984. A tug had already set out from Lowestoft but had had to return with mechanical problems; in view of the deteriorating weather, it was agreed that the lifeboat should launch immediately. Although the day was fine and clear, with good visibility, the south-south-westerly wind was already gale force 8.

It was 20 minutes before high water when, at 0910, the 44ft Waveney relief lifeboat 44-001, on temporary duty at Great Yarmouth and Gorleston, slipped her moorings under the command of Coxswain/Mechanic Richard Hawkins. She had cleared harbour by 0915 and, after passing West Corton Buoy, she headed east by south towards *Gladonia*, 38 miles away.

Once clear of the sands the full weight of the sea began to be felt and the south-south-westerly gale was now



Weymouth: On Friday March 2, 1984, the 68ft yacht *Constellation* was crossing Lyme Bay on passage from Hamble to Falmouth when, the weather deteriorating, the north-westerly winds rose to storm force 10. She turned about to return to Hamble under power. As she approached West Shambles Buoy, however, her fuel pipe fractured; then, while her crew were trying to make sail to get into Weymouth Bay, her boom was found to be broken. The 54ft Arun lifeboat Tony Vandervell, under the command of Coxswain Victor Pitman, came up with *Constellation* east of the Shambles Bank at 1032 and took her in tow. The return passage to Weymouth, in winds which had by now moderated to gale force, took two hours. photograph by courtesy of Focus Press

gusting to force 9. Despite the seas driving in just abaft her starboard beam and causing her to roll heavily, the lifeboat maintained full speed. Twice during the passage she was thrown over about 80 degrees to port but each time she recovered and went on her way.

Gladonia was sighted five miles ahead at 1216 and, reaching her at 1240, the lifeboat told the cargo vessel, which was lying with her bows north north west and rolling well over, that she would stand by. The wind, which had gone round to south west, had risen to storm force 10, giving a very rough breaking sea and a short heavy swell.

At 1320 the rig support vessel *Mercia Service* arrived and by 1540 she had managed to put a towline aboard *Gladonia*. The lifeboat, which had kept close station while the towline was passed, escorted both vessels as the tow was started on a south-westerly course.

Throughout this period the lifeboat had been unable to communicate direct with shore stations because of her distance offshore; radio messages had had to be relayed through Smiths Knoll Lightvessel.

Very little headway was made over the next six hours, the distance made good only being about six miles. At 2130 the tow parted and arrangements were made for a Dutch tug to take over. As *Mercia Service* was going to stand by, it was agreed that the lifeboat, which would need to be refuelled, should be released. On her return passage, started at 2235, she had to head into very rough seas driven before the gales, which had now gone round to the west. It took five hours to cover the 44 miles to station and when the lifeboat

entered Great Yarmouth Harbour at 0330 on Wednesday January 4 she had been on service for more than 18 hours. After refuelling, she was once again ready for service by 0350.

Meanwhile, the master of *Gladonia* had asked that a lifeboat should be standing by at the time when the tow was to be reconnected on the following morning, so, at 2255 on January 3, the Coastguard had requested the launch of **Harwich** lifeboat. The crew were alerted, and at 2335 the 44ft Waveney lifeboat *John Fison* slipped her moorings and set out under the command of Second Coxswain Leslie Smith. The wind, still going round, was now north west but had eased to strong breeze, force 6, gusting to near gale, force 7. The tide was ebbing to the north and the seas were heavy.

Before leaving the shelter of the harbour, Acting Coxswain Smith and Emergency Mechanic Robert Ramplin, acting motor mechanic, discussed the likely duration of the service and agreed that, as the tug was not expected to arrive until daylight on Wednesday, January 4, the lifeboat's speed on her way out to *Gladonia* should be reduced to conserve fuel.

Once clear of harbour, at 2355, an east-north-easterly course was set for the NHR-N Buoy because the disabled cargo vessel was reported to be drifting south east. As the lifeboat lost the lee from the Suffolk coast she began to roll and pitch in the heavy sea and swell coming in on her port quarter; at times, as she slid away from these near following seas, she was laid over to starboard but she had enough power in hand for Acting Coxswain Smith to be able to

increase speed as required to make the passage slightly more comfortable. Lifelines had been rigged and all the crew were in the wheelhouse except for Crew Member David Gilders, who manned the navigational equipment throughout. The Decca Navigator was used to the full, the lifeboat reporting her position regularly to Thames Coastguard by VHF radio until 0300, when MF radio became the only means of communication with the shore.

At 0330 Harwich lifeboat was told that the tug *Indusbank* had arrived on scene but that no attempt to take up the tow would be made until daylight. When within ten miles of *Gladonia's* position, VHF/DF was used to confirm the course to steer; little alteration of course was necessary and, when within three miles, radar confirmed the cargo vessel's position, 52 miles east of Southwold.

Gladonia was reached at 0535 and the lifeboat stood by half a cable from the heavily rolling vessel. The north-westerly wind was still near gale, force 7, but with the engines slow ahead the motion of the lifeboat was eased and her crew took refreshment for the first time since leaving Harwich.

At 0700, in a fine display of close quarters seamanship, *Indusbank* passed a tow to *Gladonia* at the first attempt, it was secured and both vessels set course to the west. Harwich lifeboat remained in close company until, at 0845, the cargo vessel's master agreed that no further help was needed. The lifeboat then headed south west by west for the Outer Gabbard Lightvessel and the long passage home began with heavy seas coming in on the starboard bow; the honorary secretary was informed that the fuel had been checked, that all

was well and that the ETA at Harwich was 1600.

The lifeboat was driven at the best speed to reduce the violent pitching and ease the strain on boat and crew. Regular positions were once again passed to Thames Coastguard, first by MF radio and then, as she approached nearer the shore, by VHF. The lifeboat entered Harwich Harbour at 1600, after nearly 17 hours at sea, and was back on her moorings, once again refuelled and ready for service, at 1730.

For this service framed letters of thanks signed by the Duke of Atholl, chairman of the Institution, were sent to Coxswain/Mechanic Richard Hawkins of Great Yarmouth and Gorleston and his crew, Second Coxswain Michael Brown, Assistant Mechanic Paul H. Carter, Emergency Mechanic Leander Wells and Crew Members John Baker and Colin May; and to Second Coxswain Leslie G. Smith, acting coxswain, of Harwich and his crew, Emergency Mechanic Robert A. Ramplin, acting motor mechanic, and Crew Members Peter E. Brand, David B. Gilders, Ernest Clifton and John Teatheredged.

Scotland North Division

Quick response

ON SEPTEMBER 18, 1983, Alexander Strutt, motor mechanic of **Kirkwall's** 70ft Clyde lifeboat, saw a single-handed dinghy capsized. Although her helmsman could right his boat, he could not keep her upright; a southerly near gale, force 7, was blowing and the sea was moderate. After watching for a few minutes Alexander Strutt decided the dinghy sailor needed help quickly. He launched

the inflatable dinghy carried by the Clyde lifeboat and, with William Swanay and his son Dupre as crew, took the sailing dinghy in tow and brought her and her helmsman ashore.

For this service, a letter of appreciation signed by Cdr Bruce Cairns, chief of operations, was sent to Motor Mechanic Alexander Strutt.

Scotland South Division

Four rescued

A FOURTEEN-YEAR-OLD boy, Ian Montgomery, was walking with his parents along the main road through Clynder on the afternoon of Sunday April 3, 1983, when, at about 1730, just as they were passing the Old Manse, he heard a child's voice calling for help from the Gareloch. Close to the slipway opposite the Old Manse, and about 80 yards from the shore, Ian saw two heads in the water and a boy clinging to the side of a moored trawler. After a quick word with his parents, he ran to the slipway and launched a 10ft GRP dinghy which was lying just clear of the water; it was a boat he had frequently used on other occasions and he knew it to be well found.

A gentle to moderate breeze, force 3 to 4, was blowing from the south and the sea was choppy and, once afloat, it took Ian several minutes to row out to the people in the water. Coming close, he was turning the dinghy round to offer up the transom to them when he saw one of the two men disappear under the surface and come up with a third man, who appeared to be unconscious. Ian stowed his oars and moved carefully aft to try to pull him aboard over the transom but, despite his efforts and those of the other two men in the water, the unconscious man proved too heavy; they could not get him into the little dinghy.

Meanwhile, the people who had gathered on the shore, including Ian's parents, managed to attract the attention of John Allison, a local boat hirer, who was returning from his trawler in a 16ft GRP dinghy powered by a 5hp Seagull outboard engine.

Shouting to Ian to be careful until he got there and not to risk his dinghy being capsized, John Allison quickly came alongside the 10ft dinghy and, helped by Peter Gill who was in the boat with him, first pulled the unconscious survivor and then the other two men aboard his boat. Concerned about the unconscious man he shouted to the people on shore to call an ambulance, and, on the short run back to the slipway, which was reached at 1745, he tried to 'push the water out of him'.

Meanwhile Ian Montgomery rowed his dinghy to the moored trawler to which the fourth person, an 11-year-old boy, was clinging; it was his cry for help which had alerted Ian in the first place. The boy was taken aboard the dinghy



Troon: Monday February 27, 1984, at 1135, Troon's 44ft Waveney class lifeboat, Connel Elizabeth Cargill, under the command of Coxswain/Mechanic Ian Johnson, left her mooring after reports that the tug *Garnock* had been damaged by an explosion west of Ardrossan and her engine was out of action. There was a light north-westerly wind and the sea was slight when the lifeboat came alongside the tug. Coxswain Johnson discovered a normal tow would be impossible because the tug's rudder could not be used. Instead the lifeboat was lashed alongside the port aft side of the tug and, making six knots, steered for Troon. At 1508 the two vessels entered harbour (above) and a few minutes later the tug was safely berthed alongside the lifeboat shed.



Dover: On Saturday September 10, 1983, a day of north-westerly gales and rough seas, Dover's 50ft Thames lifeboat Rotary Service, under the command of Coxswain/Assistant Mechanic Anthony Hawkins, was just returning to harbour from one service when she was diverted to the yacht *Tomaray*, in difficulties five miles east of Dover; one of the yacht's crew of three was suffering from severe sea sickness. Crew Member Alan Barker, a first aider, was put aboard the yacht which was then taken in tow to Dover Harbour. photograph by courtesy of Jeff Morris

quite easily and after a few minutes he also was landed on the slipway opposite the Old Manse.

Mrs Mary Kelly, a state enrolled nurse whose husband had seen the accident, had come down to the slipway to see if help was needed; as soon as the unconscious man was landed she gave him artificial respiration, continuing until the arrival of the local doctor and police constable, and until the return to consciousness of the casualty.

The three men and the boy were taken by ambulance to hospital. Three were released after a check up but the man who had been unconscious was not released until some days later.

For this service framed letters of thanks signed by the Duke of Atholl, chairman of the Institution, were sent to Ian Montgomery and John D. Allison. A letter of appreciation signed by Rear Admiral W. J. Graham, the director, was sent to Mrs Mary Kelly.

East Division

Bather in difficulty

HUMBER COASTGUARD informed the honorary secretary of **Mablethorpe** lifeboat station at 1634 on Friday August 19, 1983, that a bather was in difficulty at Theddlethorpe, about three miles to the north of the station. Maroons were fired and Mablethorpe's D class inflatable lifeboat launched at 1638; she was manned by Helmsman Bernard Tuplin and Crew Members John Mayfield and Roderick Stones.

The afternoon was fine and clear with good visibility. It was half an hour after high water, neap tides, and the ebb was beginning to run north north west. A

fresh to strong breeze, force 5 to 6, was blowing from the east, with a four-foot swell.

Launching through the surf, the lifeboat headed out to sea until she was clear of the surf line and then turned north. Speed was kept down to about three-quarters because of the state of the wind and seas and a zig-zag course was steered because it was often necessary to head into the oncoming swell. As the lifeboat approached Theddlethorpe her crew saw Mablethorpe Lifeguard Landrover on the beach. Helmsman Tuplin was just heading in to obtain the exact position of the casualty when, as the lifeboat rose on the top of a wave, the crew saw someone in the water, waving, about 50 yards ahead.

The easterly breeze was still force 5 to 6 but the swell was now five feet high and the surf was breaking about 400 yards from the shore.

Deciding that it was too rough for the lifeboat to manoeuvre in the surf, Helmsman Tuplin shouted to Crew Member Mayfield, saying that he would drive inshore, dropping him off on the way to help the swimmer while the lifeboat was beached, turned and brought back to pick them both up. Following a sea running inshore, Helmsman Tuplin passed north of the position where the man, a lifeguard who had come out from the shore, had been seen. As the inflatable lifeboat passed him, John Mayfield, a good swimmer, slipped over the port sponson and, as soon as he was in the water, found himself beside a man lying face up. Grabbing the man, he supported him and signalled to the lifeguard, who was a few yards away and who quickly joined him. With surf continually

breaking over them, they then began to swim towards the shore taking the man with them.

The inflatable lifeboat, meanwhile, had beached on a bar some 200 yards from the shore, and, on beaching, Helmsman Tuplin saw that the group in the water had been washed inshore and were only 30 to 40 yards away; John Mayfield was, in fact able to stand. The helmsman therefore told his remaining crew member, Roderick Stones, another good swimmer, to wade into the surf to help.

The bather was brought to the inflatable lifeboat, where mouth-to-mouth resuscitation and cardiac massage were immediately begun. While Helmsman Tuplin continued this treatment, Crew Members Mayfield and Stones pulled the lifeboat over the bar and through the shallow water beyond to the beach. First aid was continued until the arrival of a Wessex helicopter from RAF Leconfield and the bather could be taken to Grimsby Hospital by air; sadly, however, he was found to be dead on arrival.

The lifeboat was relaunched and headed back to the station, taking with her the lifeguard who was by this time exhausted and also needed medical treatment. Arriving at 1725, the lifeboat was recovered and she was once again ready for service by 1745.

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

Scotland South Division

Swamped

LOCHGILPHEAD POLICE informed Clyde Coastguard on the afternoon of Sunday September 11, 1983, that a report had been received of a boat in distress in Loch Fyne, between Ardrishaig and Kilfinnan. Further investigations were made and it was found that a small two masted boat appeared to be in trouble. It was later learnt that two men had set out in a 16ft yawl from Inverneil Bay, Ardrishaig, for Otter Ferry but wind and sea had increased to such an extent that their boat had broached and filled.

A fresh to strong breeze, force 5 to 6, was blowing from the north east and the sea was rough. It was a dull afternoon but visibility was about four miles.

The deputy launching authority of **Tignabruaich** was informed of the situation by the Coastguard at 1815. The crew were assembled and, to save time because of the position of the casualty, the station's D class inflatable lifeboat was towed overland to Portavadie, where she was launched at 1835. She was manned by Helmsman John Weir and Crew Members Roderick Roberts and Ronald Irvine.

A few minutes before, Tarbert Coastguard mobile had reported that the yawl had disappeared from sight, presumably sunk, but that her crew were in a yellow

inflatable dinghy; a PAN urgency broadcast was made and a helicopter was scrambled from RAF Leuchars.

Directed by the Coastguard mobile, the D class lifeboat reached the inflatable dinghy, now also swamped, at 1913. The two men were taken on board and landed, very cold but otherwise uninjured, at Portavadie, where an ambulance was waiting. The helicopter was recalled and Tighnabruach lifeboat returned to station. She arrived at 1945 and was rehoused and once again ready for service at 2000.

West Division

Severely injured

NEW BRIGHTON's Atlantic 21 rigid inflatable lifeboat, *Blenwatch*, manned by Helmsman Clifford Downing and Crew Members Francis Brereton and F. Jones, had launched at 1100 on Tuesday December 6, 1983, and was standing by the launch of an oil rig, *Sovereign Explorer*. The weather was fine and the sea calm. As the rig was being launched a towing wire parted and whipped back, removing an arm and a leg from one of the riggers aboard.

Geoffrey Prince, a New Brighton lifeboat crew member, was aboard the rig at the time and was able immediately to give first aid to the injured man and to apply tourniquets. The rigger was then transferred to the New Brighton lifeboat and at 1315 was landed at Liverpool, together with a container of his two severed limbs. The lifeboat, returning to station, was rehoused and ready again for service at 1330. The injured man, although his leg and arm could not be saved, made an otherwise full recovery in hospital.

For this service, a letter of appreciation, signed by Cdr Bruce Cairns, chief of operations, was sent to Captain John Billington, honorary secretary of New Brighton lifeboat station, expressing the Institution's warm and appreciative thanks to the station for carrying out such a harrowing and difficult task.

East Division

Cobles escorted in gale

THE HONORARY SECRETARY of Flamborough lifeboat station was told by HM Coastguard at 1010 on Saturday October 15, 1983, that a number of Bridlington based open angling cobles were fishing north of Flamborough Head in very bad weather and would eventually have to return round Flamborough Head to Bridlington Harbour. He decided to fire the maroons and at 1027 Flamborough's 37ft Oakley lifeboat *The Will and Fanny Kirby* was launched under the command of Coxswain James Major. A southerly gale force 8 was blowing and as the lifeboat neared the fishing fleet, the wind was gusting on

occasions to storm force 10; the sea was worsening from moderate to rough.

By 1110 Bridlington's 37ft Oakley class lifeboat *William Henry and Mary King* had also been launched with Coxswain Fred Walkington in command, ready to escort any returning cobles into harbour. One of the cobles, *Friends*, was escorted by Flamborough lifeboat in the heavy swell and severe southerly gale southwards round Flamborough Head to South Landing where Bridlington lifeboat took over the escort. The coble was brought safely into Bridlington Harbour through very heavy and confused breaking seas. Bridlington Coastguard provided added safety with line throwing gear on the pier ends.

Meanwhile, Flamborough lifeboat had returned to the fishing fleet to stand by a commercial fishing coble, *Provide Us*, which was fishing two miles east of Flamborough Head. Because of the extreme weather conditions at Bridlington she decided, together with the rest of the fleet to the north of her, to run for Scarborough. Some of the cobles disembarked their passengers at North Landing where there was some shelter so that the seas close in, near to Flamborough lifeboathouse, were reasonable; they then continued on to Scarborough.

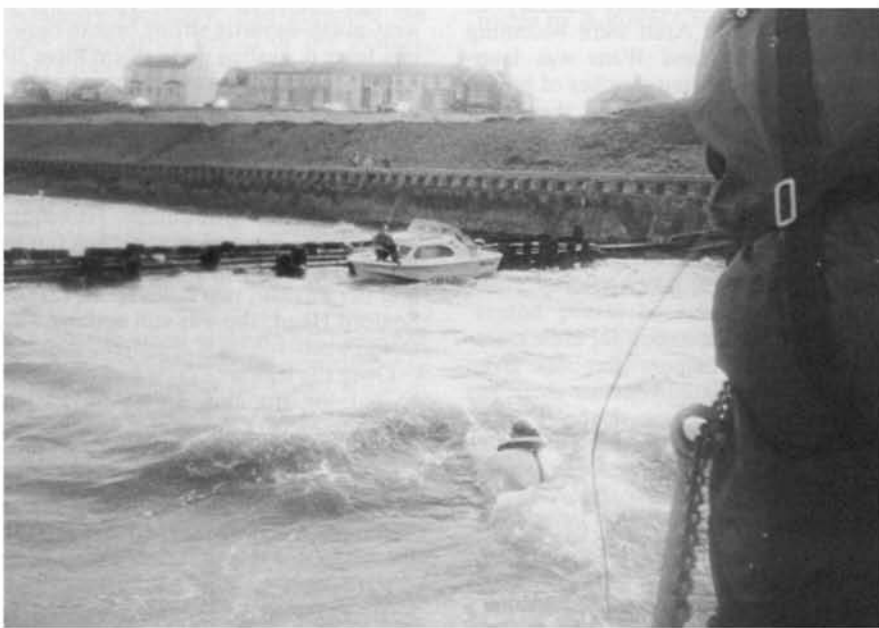
The honorary secretary at Scarborough was alerted and at 1233 the 37ft Oakley relief lifeboat *Mary Joicey*, on temporary duty at the station, launched under the command of Coxswain Ian Firman to meet the cobles and Flamborough lifeboat.

On reaching a point to the north of Filey Brig, Flamborough lifeboat handed over escort duty to Scarborough

lifeboat after she had been informed by HM Coastguard that Bridlington lifeboat had located another commercial fishing coble, *Serene*, previously unaccounted for, some ten miles south east of Bridlington. She had not been answering Coastguard radio calls but Coxswain Walkington, appreciating the situation, worked south into the gale and successfully located the coble at 1338. On his instructions the coble put all her fishing gear over the side to lighten ship and was then escorted towards Flamborough Head. At 1522, off North Landing, Coxswain Walkington handed the coble over to Flamborough lifeboat for onward passage to Scarborough and, returning to Bridlington, safely beached the lifeboat at 1640; she was rehoused at 1700.

Scarborough lifeboat had successfully escorted 17 of the cobles through the tideway at Filey and on to Scarborough and had returned to bring in the remaining seven that were being escorted by Flamborough lifeboat when she was called south to take over the escort of *Serene*. At 1605 Coxswain Firman returned to Filey Bay to rendezvous with Flamborough lifeboat and take over escort duty of this last fishing vessel. Flamborough lifeboat returned to station at 1700 and was ready for service again at 1800, while Scarborough lifeboat continued to Scarborough with the coble; she entered harbour at 1710 and was rehoused, once again ready for service, at 1737.

For this service, letters signed by Cdr Bruce Cairns, chief of operations, were sent to the honorary secretaries of Flamborough, Bridlington and Scarborough lifeboat stations expressing the Institution's appreciation respectively



Lowestoft: On Monday May 14, 1984, a 17ft motor cruiser, with one man on board, suffered engine failure off Pakefield Beach; she was driven ashore and on to a groyne by the fresh north-easterly breeze. Reaching the cruiser at 1744, Lowestoft's 47ft Watson lifeboat Frederick Edward Crick, under the command of Coxswain Peter Gibbons, anchored and veered down towards her but could not get right close in. Assistant Mechanic Shane Coleman therefore jumped over the side and swam to the cruiser to get a line on to her. She was pulled off the groyne and, after her skipper, who was suffering from exposure, had been taken aboard the lifeboat, she was towed safely to Lowestoft. photograph by courtesy of Emergency Mechanic William Keith

to Coxswain James Major, Coxswain Fred Walkington and Coxswain Ian Firman, and their crews.

Ireland Division

January gales

A HALFDECKER motor fishing boat was seen to be dragging her anchors off Arranmore, Aran Island, on the afternoon of Wednesday January 11, 1984. A gale was blowing from the north west, the seas were very rough and visibility was poor; the tide was ebbing. Two men went aboard to see what could be done, but the weather was deteriorating and with the gale now gusting to storm force 10 the fishing boat continued to be driven towards Calf Island. The honorary secretary of Arranmore lifeboat station was informed of the situation at 1445 and a quarter of an hour later the 52ft Barnett relief lifeboat *Rowland Watts*, on temporary duty at Arranmore, slipped her moorings and, taking her boarding boat with her, put to sea under the command of Coxswain/Assistant Mechanic Bernard Byrne.

The fishing boat, about half a mile north east of the station, was already on the rocks of Calf Island by the time the lifeboat reached her. Lines were put aboard in an effort to pull the boat off the rocks, but the winds were too strong and the tide was ebbing. The lifeboat took the two men off, using the boarding boat, but no more could be done for the halfdecker, which eventually sank. The lifeboat was back on her moorings, once again ready for service at 2100.

The severe gales and very rough seas continued and by Friday January 13 food supplies on Aran were becoming exhausted. *Rowland Watts* was launched at noon to bring supplies of bread, milk and other foods from the mainland; she arrived back at her moorings at 1430. When the storms had not abated by Monday January 16 the local dispensary began to run out of badly

needed drugs and some patients were in danger. The lifeboat therefore set off once more for the mainland through the very rough seas to fetch these essential medical supplies.

By Thursday January 19 the gales had abated, the wind backing to west and moderating to force 4. The seas were calm although there was still an eight foot swell. At 1245 the station honorary secretary was told that the fishing trawler *Onedin* had sprung a leak six miles south west of Arranmore; she had a crew of five on board. *Rowland Watts* slipped her moorings at 1300 under the command of Coxswain Byrne. Two other trawlers had also gone to the help of *Onedin* and fire brigade men went aboard her with pumps to try to clear the water. The fishing boat was towed for several miles, but despite all the strenuous efforts to pump her out she eventually sank. All her crew except the skipper had been taken off by another trawler and the lifeboat took the skipper and firemen off before the boat sank; she returned to station at 1930.

South East Division

Double call-out

SHOREHAM COASTGUARD informed the honorary secretary of Newhaven lifeboat at 1634 on Sunday January 22, 1984, that a trawler, *Suzanna D* had broadcast a MAYDAY. She was swamped and sinking two miles south west of Beachy Head and, at 1645, the 44ft Waveney relief lifeboat, *Faithful Forester*, on temporary duty at Newhaven, launched with Coxswain/Mechanic Leonard Patten in command and with a portable salvage pump on board. There was a west-north-westerly strong breeze blowing, force 6, gusting up to storm force 10 in squalls. The sea was rough and as the lifeboat neared the trawler the heavy swell was reaching ten feet in height. Before the lifeboat arrived the trawler had succeeded in clearing most of the water using her own pumps. However, an electrical fire had now broken out in her engine room and when the lifeboat met her at 1710, two miles south east of Seaford Head, she was still making way to the west.

Once the trawler's crew had managed to put the fire out, Coxswain Patten began to escort her towards Newhaven. At one point the two boats were hit by a severe squall with winds of 45 to 50 knots, but with no further incident harbour was safely reached and at 1810 the lifeboat was back at her mooring.

Eastbourne's 37ft 6in Rother lifeboat, *Duke of Kent*, also launched at 1708 but returned to station when informed that the situation was under control and her help was not needed.

Less than two and a half hours later, at 2035, Newhaven lifeboat once more launched on service after Newhaven Coastguard had reported that a Belgian trawler, *Speranza*, was aground on the

east side of the harbour entrance. There was still a fresh to strong west-north-westerly breeze, force 5 to 6, and a moderate sea with a six to eight foot swell when the lifeboat reached the trawler, in darkness, at 2042. It was dead low water and the trawler was being driven slowly ashore. The lifeboat closed her end, by using a heaving line, passed a tow line aboard. Once it was secure Coxswain Patten took the strain enough to prevent the trawler knocking further ashore. After about an hour the flood tide had given sufficient water to allow the lifeboat, with the help of the trawler's own power, to tow her off into the deep water channel. *Speranza* was then escorted to a safe berth in Newhaven harbour. At 2215 the lifeboat was refuelled and ready for service.

West Division

Near rocks

ON WEDNESDAY EVENING June 27, 1984, the 52ft Arun relief lifeboat *A. J. R. and L. G. Uridge*, on temporary duty at Fishguard, was out on exercise when she heard that MFV *Sea Hawk* had broken down close to the rocks under Strumble Head. It was a fair evening with a moderate to fresh breeze blowing from west north west, but the sea was choppy and there was a four foot swell.

The Arun lifeboat, with Coxswain Francis George in command, set out for Strumble Head at full speed, reached *Sea Hawk* at 2010, took her in tow and brought her safely to Fishguard Harbour, where she was placed on her own mooring at 2105.

South East Division

Blown offshore

AT MERSEA ISLAND in the early evening of Sunday September 11, 1983, although the water was smooth off Cooper's Beach, a north-easterly near gale, force 7, was blowing off the shore and the tide was ebbing. At 1724 Thames Coastguard informed the honorary secretary of West Mersea lifeboat station that a small pram dinghy had been reported in difficulty off this weather shore; a man and his three children were on board. Partly swamped, with her outboard engine broken down, the dinghy was being carried towards the rough seas.

West Mersea's Atlantic 21 rigid inflatable lifeboat *Alexander Duckham*, manned by Helmsman Peter Clarke and Crew Members Stuart Belbin and Paul Fletcher, was launched at 1726 and reached the pram dinghy six minutes later, just in time to snatch the man and his children to safety. They were landed on the beach and the Atlantic 21 was back on station at 1803.

For this service a letter signed by Cdr
continued on page 105

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:

Salcombe

Coxswain J. G. Griffiths

Shoreham Harbour

Crew Member J. A. Condell

Crew Member R. K. Grant

Crew Member G. Tugwell

Skegness

Crew Member C. E. Moore

Wells

Motor Mechanic G. B. Walker

Youghal

Winchman P. Hennessy



Exmouth: (above) Souvenir programmes, and a bouquet, are presented to TRH The Duke and Duchess of Kent, and (right) the champagne breaks on the bow of 33ft Brede lifeboat RNLI Caroline Finch. photographs by courtesy of Jeff Morris



Naming Ceremonies

AND DEDICATIONS

Exmouth

A WARM SUMMER'S DAY on the South Devon coast, royal visitors and a naming ceremony were guaranteed to bring holidaymakers, local inhabitants and lifeboat supporters to every vantage point in and around the Exmouth docks when Their Royal Highnesses The Duke and Duchess of Kent came to name the new 33ft Brede lifeboat on Tuesday July 24.

It did not matter that there were a few short showers of rain—the music by the Band of the Royal Marines from Britannia Royal Naval College, Dartmouth, together with the colourful flags and bunting and the bright dresses and hats of the ladies quickly dispelled any chance of gloom.

Cheers greeted the arrival of the smiling Duke and Duchess who, after introductions to county and civic officials and relations of the donors of the lifeboat, were presented with a bouquet and souvenir programmes by Amy Smith, daughter of Helmsman Glen Smith, and Debbie Graham, daughter of Second Coxswain Keith Graham.

After the playing of the National Anthem Mr L. W. Aplin, chairman of Exmouth station branch, welcomed everyone to the ceremony and said . . .

'We are indeed proud to have our President, accompanied by the Duchess of Kent, present at this ceremony.'

On handing the lifeboat over to the RNLI, Mr N. G. Finch, representing the donors, said how delighted and honoured his grandmother would have been to have such a splendid lifeboat named after her. Then Vice-Admiral Sir Peter Compston, a deputy chairman

of the Committee of Management who received the new lifeboat, said,

'I need hardly tell you what a pleasure it is to accept a new lifeboat from generous donors . . . the lifeboat in front of you is one of the 33ft Brede class which has proved to be a very successful design for the RNLI. She will be a great asset and will add to your station's impressive total of lives saved from the sea.'

When Mr D. W. H. Sargeant, station honorary secretary, had accepted the new lifeboat on behalf of the branch, there followed a short service of dedication conducted by The Right Reverend E. A. J. Mercer, The Lord Bishop of Exeter, assisted by The Reverend G. F. Watts, station honorary chaplain.

The Duke of Kent then addressed the gathering, saying how delighted he and the Duchess were to be present on such a special occasion in the station's long history.

'As President of the RNLI, I have had the pleasure of visiting a great number of lifeboat stations in the United Kingdom and through them all runs a thread—the bravery and dedication of our lifeboatmen and the support they receive from their patient and loving families . . . The Institution is fortunate in receiving generous gifts to pay for new lifeboats and I add my thanks to those already expressed to the donors of the new Exmouth lifeboat. I am sure that this new lifeboat will serve the station well and it gives me pleasure to ask my wife to name the lifeboat.'

'I name this lifeboat Caroline Finch; may God bless all who sail in her,' whereupon the Duchess of Kent pressed the button to break the traditional bottle of champagne on the lifeboat's bows. After three hearty cheers, led by

Les Vipond, the divisional inspector for the South West, the royal party boarded the lifeboat for a short trip.

During tea, at the Pavilion, afterwards, the Duke and Duchess met crew members and their families, station officials and members of the branch and guild. Finally, after the Duke and Duchess had taken their leave, Mrs Aplin, chairman of the ladies' guild, was presented with the RNLI's gold badge by Admiral Compston.—H.D.

Poole

SELDOM CAN Poole Town Quay have been more crowded than on the afternoon of Wednesday June 13 when Poole's new lifeboat, a 33ft Brede, dressed overall and gleaming in the sunshine, awaited her naming. Not only were visitors standing thick behind the seated guests but there were also a number of launches anchored off, filled with well wishers. The cheerful playing of Oakmead School Band, Bournemouth, which was to provide all the music for the afternoon, added to the happy atmosphere.

The new Brede had been principally funded by the Association of Inner Wheel Clubs in Great Britain and Ireland, and a great many representatives had come from far and wide to join with members of Poole station branch and guild, the lifeboatmen and their families, on this memorable occasion. Guest of honour was Mrs A. W. Browne, ARRC JP, past president of the Association of Inner Wheel Clubs, and on her arrival she was presented with a bouquet by Tracey Coles, daughter of Crew Mem-



Wheel. The bottle of champagne broke and, as the new 33ft Brede cast off her moorings to give a demonstration of her manoeuvrability, she was greeted with warm applause from the shore and a welcoming fanfare on the hooters of the merchant vessels lying alongside the opposite quay. To round off the afternoon, Mr and Mrs Browne and other guests were invited aboard *Inner Wheel* to be taken for a short trip in Poole Harbour by Coxswain/Mechanic Frank Ide and his crew.—J.D.

Relief 33ft Brede and Withernsea

THE GLORIOUS WEATHER enjoyed throughout May and June changed on Friday, June 22 to one of strong winds and threatening clouds. It did not, however, detract from two special occasions on the east coast.

At Bridlington the naming of the 33ft Brede class relief lifeboat *Enid of Yorkshire* took place, under the chairmanship of Dr T. R. Wilson, chairman of Bridlington lifeboat station. The harbour, with the Salvation Army band playing, made a grand setting. Mr A. T. Sanderson, the donor, wished the ceremony to be a real family occasion. His brother, Mr Noel Sanderson, handed the boat over to The Marquis of Normanby, a member of the Committee of Management, who received it on behalf of the RNL. The Reverend Charles Fox, Vicar of the Parish of Newbold De Verdun, and nephew of Mr Sanderson, led the service of dedication and Mrs Muriel Fox, the donor's sister, named the lifeboat.

The family then boarded *Enid of Yorkshire* for a sail around the harbour, accompanied by Bridlington's 37ft Oakley and D class inflatable lifeboat. It really was a family occasion, with relations travelling from Ireland to witness the ceremony. Everyone concerned was duly thanked by RNL deputy director, Lt-Cdr Brian Miles, in particular the



Poole: (above) Cheerful greetings for the new 33ft Brede class lifeboat RNLB *Inner Wheel* as she returns to Poole Town Quay after making a short demonstration trip in the harbour.

(Left) For Mrs A. W. Browne, who named *Inner Wheel*, a bouquet; for Tracey Coles, the young daughter of Crew Member David Coles, a memento of the occasion in return.
photographs by courtesy of Jeff Morris

ber David Coles. Mrs Browne and her husband, who accompanied her, have long associations with the lifeboat service; Mr Browne had been much concerned with the former Seaham lifeboat station and his family had served as crew members in Scotland. Speaking later in the afternoon, Mrs Browne expressed her delight that her choice of charity for her year of office had met with immediate and enthusiastic acceptance at the annual assembly of the *Inner Wheel* and her pleasure at the great co-operation of all the clubs which had brought the idea to such happy fruition.

To open the proceedings all the guests were welcomed by His Worship The Mayor of Poole, Councillor J. Breckell, president of Poole branch. After Mr M. G. K. Pennell, inspector of lifeboats for the south east division, had described the new Brede, Mrs A. W. Browne formally handed her over to the RNL. The lifeboat was accepted by Vice-Admiral Sir Peter Compston, a deputy chairman of the Committee of Management, who in turn, after expressing the Institution's heartfelt thanks to the *Inner Wheel*, delivered her into the care of Poole branch; she was received by Lt-Cdr K. S. Patisson, honorary secretary of Poole lifeboat station.

A service of dedication followed conducted by The Reverend Canon John Potter, Rector and Rural Dean of Poole, assisted by The Reverend Basil Watkins-Jones, Vicar of Lilliput, where

the lifeboat is stationed, The Reverend David Kynaston, Superintendent Minister of the Poole Circuit of the Methodist Church and The Reverend Father Tony Bennett, Assistant Priest, St Mary's Roman Catholic Church, Poole.

After the hymn '*Eternal Father*' and the Blessing had brought the service to a close, at the invitation of Dr R. W. Adam, chairman of the branch, Mrs Browne rose to name the lifeboat *Inner*



Relief Brede: RNLB *Enid of Yorkshire*, a 33ft Brede for the RNL's relief fleet, after her naming in Bridlington Harbour on June 22.
photograph by courtesy of Jeff Morris



Relief Tyne: (above) After naming the new 47ft Tyne lifeboat RNLB Sam and Joan Woods at RNLI Poole depot quay on June 28, Mrs A. W. Hemsted was invited aboard; with her is Cdr Bruce Cairns, chief of operations. (Right) A salute from an RN Wessex helicopter during a short trip in Holes Bay.



photograph (right) by courtesy of Jeff Morris

Bridlington Harbour Commissioners for their excellent co-operation and hospitality.

The formalities were concluded with a presentation of bouquets to Lady Normanby and Mrs Muriel Fox by Mary, Lady MacDonald of Sleat, and Dr Jean Wilson, president and vice president respectively of Bridlington ladies' lifeboat guild.

The following day, June 23, saw the opening of the new Withernsea lifeboat-house and the handing over of the station's new D class inflatable lifeboat.

The boathouse, funded by a local appeal, has a working area with excellent facilities for the crew in addition to a crew/committee room; it also has a marvellous view of the operational sea area, with all communications to hand.

Mr B. Nordon, station administrative officer, welcomed everyone and introduced Mr and Mrs N. Menhennet, representing the Rotaract Club of Croydon South who funded the boat. The deputy director, Lt-Cdr Brian Miles, accepted the boat, then passed her into the care of Withernsea branch. Mr Barry Brigham, honorary secretary, received her on behalf of the station and crew. The service of dedication was led by The Reverend P. I. Addison, Vicar of Owthorne and Rimswell with Withernsea and formerly a Chaplain in the Royal Navy, with The Reverend D. Anderson (United Reformed), The Reverend R. Fowkes (Methodist) and The Reverend M. Marsden (Roman Catholic) taking part.

Lt Cdr Brian Miles declared the new lifeboat house open and bouquets were presented to Mrs Menhennet and Mrs Miles. The lifeboat was then launched in a heavy breaking sea and illustrated the skill and seamanship of the Withernsea crew.

These were two extremely interesting, exhilarating, and somewhat unusual days, which once again showed the commitment of the fund raising supporters bearing fruit with the provision of boats, a boathouse and equipment.—B.H.S.

Relief 47ft Tyne

THERE IS NOTHING like a band to bring out a sense of occasion and the sound of the Band of HM Royal Marines Commander-in-Chief, Naval Home Command, striking up beside the RNLI Poole depot quay just after midday on Thursday, June 28, raised the spirits of the crowd enough to match the effervescence of the champagne poised above the bow of relief lifeboat, 47-002.

Soon to lose her anonymity and officially to become *Sam and Joan Woods*, the second of the 47ft Tyne class lifeboats lay with her bow to the quayside, dressed overall, and her crew, sentinel, on the forward deck. On her starboard side, like a maid of honour, was the 48ft 6in Oakley class lifeboat, *Charles Henry*, ex Selsey and waiting to be sent to Baltimore. On her port side the brand new 33ft Brede class lifeboat *Nottinghamshire* destined for Invergordon was moored, a bridesmaid on this occasion.

The late Admiral Sir Wilfred Woods, GBE KCB DSO DL, after whom and whose late wife the lifeboat was to be named, was chairman of the RNLI Committee of Management from 1968 to 1972. It was therefore very fitting that the naming ceremony of his lifeboat should be witnessed by a large number of today's RNLI Committee of Management (meeting in Poole the previous day), many of whom had still fond memories of the man himself.

Before the ceremony began, Admiral Woods' daughter, Mrs A. W. Hemsted, who was to name the lifeboat, was presented with a bouquet of flowers by Dawn Cullinane, the youngest staff member at Poole. Then, after RNLI director, Rear Admiral W. J. Graham, had opened the proceedings, the Duke of Atholl, chairman of the Institution, stood up to speak. He remembered being convener of the Scottish Lifeboat

Council at the time of the two lifeboat disasters, at Longhope in 1969 and Fraserburgh in 1970, when Admiral Woods was a tower of strength and steered the RNLI through a difficult period. The Duke also welcomed Mrs Eleanor Girling to the ceremony and thanked her for her donation of all the electronic equipment aboard the new lifeboat. The main cost of the lifeboat was provided from the general funds of the RNLI.

Commander Bruce Cairns, chief of operations, accepted the lifeboat from the chairman and gave a description of this class of lifeboat. He pointed out that she was the result of much careful work by the RNLI and in outlining some of the equipment she carried, said that the VHF direction finder was one of the most important new developments in lifeboat search and rescue.

The service of dedication which followed was conducted by The Reverend Rupert Lonsdale who had officiated at Mrs Hemsted's wedding some years earlier. He was assisted by The Reverend Canon John Potter, Rector and Rural Dean of Poole, The Reverend Alfred Joy, Minister of the Baptist Church at Poole, and Father Eamonn McGivern, Parish Priest of St Mary's Roman Catholic Church, Poole.

Following the singing and prayers, Mrs Hemsted prepared to name the lifeboat. She remembered how her father had taken every opportunity to go to sea in a lifeboat during his time as chairman. She thanked the RNLI for inviting her to perform the naming, saying it gave her immense pride. Then she released the bottle of champagne which showered its contents over the foredeck of *Sam and Joan Woods*.

The formalities over, the official party, which included Mrs Hemsted and Mrs Girling, went on board the lifeboat and were taken out into Holes Bay to

be shown how she performed. Meanwhile, overhead and right on schedule, a Royal Navy Wessex helicopter arrived, trailing the RNLI flag which fluttered taut at the end of a winch wire.—E.W.W.

RNLB Foresters Future

AS IF TO ENSURE that the occasion would be a bright and colourful one, members of the Executive Council of the Ancient Order of Foresters proudly wore their emerald green collars to the naming ceremony of the 33ft Brede lifeboat *Foresters Future*. The ceremony was held on Thursday July 19, the first day of RNLI Open Days in Poole, and so, not only was there a large party of Foresters present to witness the ceremony, but visitors to the Open Days also had the opportunity to see a lifeboat being named.

At the centre of attraction for everybody was the 33ft Brede lifeboat *Foresters Future*, the eighth lifeboat of this class to take up station or relief fleet duties. At present she is stationed at Alderney, Channel Islands, for 12 months of evaluation trials to assess the suitability of Alderney as a permanent lifeboat station.

Before the ceremony began those attending were well entertained by the Queen Elizabeth School Wind Band from Wimborne, under the direction of Mr Grant Bocking. As the platform party arrived Mrs Renée Roddie, wife of the Order's High Chief Ranger, was presented with a bouquet by Paula Mills, the youngest member of staff at Poole headquarters, who had only joined ten days before.

Rear Admiral W. J. Graham, director, opened the proceedings by describing the new boat and her capabilities; his speech was followed by that of Mr



Stornoway: The re-dedication and blessing of the 52ft Arun RNLB Sir Max Aitken II by The Reverend Roderick Morrison on July 25. The lifeboat was named by HRH Princess Alexandra at Cowes last February. photograph by courtesy of Hebridean Press Service

Raymond Roddie, High Chief Ranger of the Ancient Order of Foresters Friendly Society. Mr Roddie said how pleased the society was to continue its association with the RNLI and compared the new Brede lifeboat with earlier boats funded by the Foresters. Adding that the naming ceremony was taking place in the Order's 150th anniversary year and the RNLI's 160th anniversary year, he paid tribute to the lifeboat service and said,

'I hope that the Order and the Institution will continue their association for the next 150 years.'

In accepting the lifeboat on behalf of the RNLI Vice-Admiral Sir Peter Compton, a deputy chairman of the Institu-

tion, told those present that since being placed on service at Alderney in March 1984 *Foresters Future* had already been out on service six times . . .

'The Ancient Order of Foresters must feel as much satisfaction and pride as does Coxswain Stephen Shaw and his crew; both played a major rôle in those services, and it gives me enormous pleasure to accept this lifeboat on behalf of the RNLI.'

A service of dedication and blessing was conducted by The Reverend Canon Barney Hopkinson, Rector of Wimborne Minster, after which Rear Admiral Graham invited Mrs Roddie to name the lifeboat, which she proudly did with the now very familiar, but traditional words. Mrs Roddie then pressed the button to break the champagne bottle over the bows of the lifeboat which, much to the delight of all onlookers, broke with a resounding crash.

As the platform party boarded the lifeboat for a short trip around Holes Bay a search and rescue helicopter from RNAS Lee-on-Solent flew overhead with an RNLI flag streaming from its winchwire. The flag retrieved, the helicopter took part in a SAR demonstration with the Poole lifeboat *Inner Wheel*, another 33ft Brede. Although the naming ceremony might have been briefly forgotten during the demonstration, it will remain as a lasting memory for everyone present.—S.J.G.



RNLB Foresters Future, the 33ft Brede lifeboat stationed at Alderney for 12 months station evaluation trials, was named on July 19 at the RNLI Poole depot quay during Poole Open Days by Mrs Renée Roddie. After a demonstration trip, Mrs Roddie is seen disembarking, followed by her husband Mr Raymond Roddie, High Chief Ranger of the Ancient Order of Foresters.

photograph by courtesy of Jeff Morris

Re-dedication at Stornoway

ON WEDNESDAY, July 25, a mild, overcast day in the Western Isles, guests invited to attend the re-dedication ceremony for the new Stornoway 52ft Arun class lifeboat *Sir Max Aitken II* were welcomed by the stirring music of the Lewis Pipe Band, resplendent in traditional attire, and by 2.45 pm more than 500 friends and supporters settled into

Buckie: (right) The 52ft Arun lifeboat RNLB Charles Brown heads out to sea following her naming; among those on board was Mrs Constance Brown, who named the boat and who is seen below receiving a bouquet from Lorraine McDonald.



their seats at the harbour, with the boat dressed overall and gleaming in the foreground and the castle as a backcloth across the water.

As the appointed hour approached, the platform party arrived and, passing between ranks of immaculate Scouts and Cubs, were escorted to the platform by an imposing and accomplished pipe major. With the Town Hall clock striking three, the chairman and former coxswain, Mr Ian Maclean, opened the proceedings, with the Laxdale Gaelic Choir leading the singing of the National Anthem and Christine Mackenzie, the seven-year-old daughter of the station honorary secretary, presenting a posy to Lady Heath who was accompanying her husband, Sir Barrie Heath, representing the Trustees of the Beaverbrook Foundation.

In welcoming everyone attending this special occasion, the chairman expressed the station's good wishes to Sir Max Aitken and hoped that his stay in hospital, which had prevented both himself and members of his family witnessing the occasion, would be brief, and in their absence greeted Sir Barrie and Lady Heath as most welcome guests and representatives.

Responding, Sir Barrie paid tribute to Sir Max, welcomed the arrival of the boat on station and acknowledged that she had already been called out on six occasions following her naming ceremony at Cowes earlier in the year. On behalf of the RNLI, Sir Charles McGri-gor, a member of the Committee of Management and convener of the Scottish Lifeboat Council, having paid tribute to the donors for the provision of the boat, expressed gratitude to all who, through their endeavours, so generously contributed to both the funding of the lifeboat service generally and, particularly, the ladies, supporters and friends who energetically supported their own boat in Stornoway. He concluded by commending the lifeboat to the station's continued use in service, to



the benefit of the seafaring community and those who use the waters around the Western Isles.

In accepting the lifeboat on behalf of the station and community, Mr A. Matheson, convener of Comhairle nan Eilean, The Western Isles Island Council, said . . .

'There is no more profound factor in the life of this community than the sea. No other element has shaped our destiny, influenced our culture, affected our economy and changed our daily life with such all pervasive intensity. It is fitting, therefore, that such a large and representative section of our people should be here to participate in this ceremony and by their presence give tangible expression of our appreciation of and tribute to the work of the Royal National Lifeboat Institution.'

With a vote of thanks from Mrs K. Hardy, the guild president, to everyone participating and making the occasion possible, a most moving service of dedication was conducted by The Reverend R. Morrison, with unaccompa-

nied hymn singing being led by the Laxdale Gaelic Choir, culminating in his blessing the lifeboat and delivering the benediction at the quayside.

Memories will long remain for the people of Stornoway and visitors alike of a particularly solemn yet joyful day in the Western Isles and a lasting cameo will be the setting of the harbour and the lifeboat, whose engines had sprung to life, turning on her axis in strict tempo to the strains of a Scottish waltz played by the pipe band.—K.T.

Buckie

THE NEW 52ft Arun class lifeboat Charles Brown, the second Arun to be donated by Mr David Robinson, had already undertaken four services since arriving on station at Buckie in March, but in the early hours of Saturday August 25 she was gleaming, in pristine condition and in position for her naming ceremony later that morning. By 10 o'clock the passive scene of Buckie



Bangor, Co Down: The scene at the waterfront when, on Friday June 15, the dedication of the station's new D class inflatable lifeboat took place together with the official opening of the lifeboathouse recently built by North Down Borough Council. Mayor of North Down, Councillor Mrs Hazel Bradford, declared the boathouse open and then the new lifeboat, funded by the bequest of the late Alan Thurlow Ashford, was handed over by Vice-Admiral Sir Arthur Hezlett, a vice-president of the RNLI. Receiving the lifeboat on behalf of the station was honorary secretary Mr George Ralston and the service of dedication which followed was led by Canon George Mitchell.

harbour bathed in early morning sunshine, with flags and bunting barely fluttering, became transformed with the bustle of guests and cars arriving, police directing the parking and stewards ensuring everyone was properly seated. The Findochty Salvation Army Band and Choir took their places and gently but melodiously entertained the assembling throng until the notes of the bagpipes played by Sinclair Longmore imposed themselves upon the scene and through the avenue of Army Cadets appeared the platform party.

The naming ceremony and dedication of *Charles Brown* was under way and all present saw Coxswain William McDonald's daughter, Lorraine, gracefully making her presentation to Mrs Constance Brown, namer of the boat. Mrs Brown is the widow of Charles Brown, after whom the lifeboat is named and who was a close friend and business associate of Mr David Robinson.

Then Mr D. J. Scott, station branch chairman, opened the proceedings; having eloquently welcomed all present, he introduced the Duke of Atholl, chairman of the RNLI, who delivered the lifeboat to the station. Captain T. Garden, station branch secretary, accepted her and Mrs M. Murray, guild president, expressed appreciation to all involved in the ceremony.

With due solemnity, the service of dedication, conducted by The Reverend J. R. Osbeck, assisted by The Reverend A. Barr and The Reverend T. N. Johnston, received a total response from all who were witnessing the occasion. Mrs Brown, escorted by the divisional inspector for Scotland North, Lt John Unwin, then moved from the platform to the dais at the quayside and duly named the lifeboat. The champagne bottle was broken and, as if echoing the approval of all concerned, an air sea rescue helicopter flew past with the RNLI house flag proudly displayed from its winch wire.

The ceremony was concluded. The lifeboat with her special guests on board disappeared round the pier-head and a



Newquay (Cornwall): In beautiful weather on Sunday August 12, Father Donald Smith, station honorary chaplain, conducts the service of dedication of the new 17ft 6in C class inflatable lifeboat provided by clubs affiliated to the Rugby Football Union. She was handed over by Mr John Kendall-Carpenter, a past president of the Union, present president of Cornwall Rugby Union and one-time England international and captain. Accepted on behalf of the RNLI by Lt-Cdr Jeremy Tetley, a vice-president of the Institution, she was delivered into the care of Newquay station branch. Before she was launched for a demonstration run there were three hearty cheers for the Rugby Football Union. photograph by courtesy of B. S. White

Cullercoats: Miss Diana Phillips afloat in the C class inflatable lifeboat partly funded by her gift in memory of her parents, Mr and Mrs H. A. Phillips; she was shown the lifeboat at RNLI Cowes base before it was sent to Cullercoats, where, on Saturday August 25, the dedication took place. This was attended by Mrs Audrey Brown, Mr and Mrs Colin Brown and their young daughter who represented the Brown family, whose donation in memory of Mr G. A. Brown paid for the remainder of the lifeboat's cost apart from the righting equipment, which was funded by the local Scouts. Mr P. Denham Christie, a vice-president of the RNLI, handed the lifeboat into the care of Cullercoats station branch and the service which followed was led by The Reverend Graham Revett, Vicar of St George's Church.



congregation of people, seemingly reluctant to leave, thronged around the site exchanging greetings, cameras clicking to record the moment.—K.T.



Bridlington: The Lords Feoffees of the Manor of Bridlington receive rents and monies similar to the old feudal system. They then use the money to support local charitable causes. Bridlington's new D class inflatable lifeboat, handed over by the Chief Lord, Mr Brian Rodgers, on June 10, was such a gift. Mr Bill Pinkney, president of Bridlington station branch, and Dr Terry Wilson, chairman, gratefully received the lifeboat on behalf of the station, with crew members and launchers in attendance. photograph by courtesy of Jeff Morris



Fleetwood: The D class inflatable lifeboat (above), given in memory of the late Miss Constance Mary Hardman, former head teacher of High Bank Nursery School, Pendlebury, by her sister Mrs P. T. Metcalfe and by the staff and pupils from the school, was handed over to the RNLI on June 27 by Mrs Metcalfe. The lifeboat was received by David Jones, regional organiser (NW) and delivered into the care of Fleetwood station branch. The service of dedication was led by The Reverend Trevor Southgate, the station's lifeboat chaplain. photograph by courtesy of Fleetwood Chronicle

Working together . . .

HELICOPTERS AND LIFEBOATS

AT THE TIME of the London Boat Show last January a discussion was held on the shared task of lifesaving at sea by lifeboats and rotary wing aircraft. The helicopters of the Royal Navy were represented by Lt-Cdr Adrian Thomas, Commanding Officer Solent SAR Flight, HMS *Daedalus*, Lee-on-Solent, and the helicopters of the Royal Air Force by Sqn-Ldr Derek Whatling, at that time Officer Commanding 202 Squadron, RAF Finningley, Doncaster. The RNLI's lifeboats were represented by Coxswain Matthew Lethbridge of St Mary's, Isles of Scilly. Coxswain William Jones of Holyhead, Anglesey, and Coxswain David Kennett of Yarmouth, Isle of Wight. They were all welcomed by Cdr George Cooper, RNLI deputy chief of operations, who opened the discussion:

Cdr George Cooper, deputy chief of operations: While some services to people in distress at sea can best be effected by lifeboats and some by helicopters, there are many other services that could not be brought to a successful conclusion without the active and understanding co-operation between the sea and air services. During 1983, such co-operation occurred in 496 services. Here are just a few examples of the way in which lifeboats and helicopters have helped each other in the past few years: on August 26, 1981, St Ives D class inflatable lifeboat and a helicopter from RNAS Culdrose worked together to retrieve a man who had fallen down a blow hole in the cliffs; it was a rescue which neither the helicopter nor the lifeboat could have achieved alone, but working together they were able to bring a difficult task to a successful conclusion. On October 18, 1981, the tug *Vernicos Giorgos* was dragging her anchors and remorselessly being driven on to rocks. St David's lifeboat, after taking off three men, could no longer reach the tug but she and the local Coastguard cliff rescue company illuminated the scene with searchlights while a helicopter from RAF Brawdy carried out an extremely skilful rescue of the remaining five men; there have been similar occasions when it has been the helicopter which has provided the illumination while the lifeboat made the rescue. There have been times when a helicopter has guided a lifeboat to a casualty; times when both have been taking part in a search for a missing boat or a man in the water; times when both services have been playing their part in a massive rescue operation such as when disaster struck the Fastnet Race fleet in 1979.

But perhaps one of the best examples of a helicopter and a lifeboat working together was when the Icelandic coaster *Tungufoss* foundered off Land's End on September 19, 1981. A Sea King helicopter from RNAS Culdrose was first on the scene and, although her winchman was injured lifting off the first seaman, two more of the crew were successfully picked up by flying the lifting strop into their hands. When Sennen Cove lifeboat arrived she was able to snatch three men, one at a time, from two liferafts floated out on a line from the listing coaster's stern. That was an operation, however, that got progressively more difficult because the liferafts were full of water and there were fewer men each time to help heave them back to the ship. When two seamen missed their footing and fell into the sea, Coxswain/Mechanic Maurice Hutchens, aided by the lights of the helicopter, was able to retrieve them both from the water. *Tungufoss's* list was increasing all the time. Coxswain Hutchens managed to get the lifeboat close enough for two more men to slide down and jump to safety. As the coaster finally turned over on to her beam ends, just the master was left on board, the sea already starting to engulf him. While the lifeboat was driven in over the sinking vessel, the Sea King moved in ahead, flew her lifting strop within reach of the waiting master and lifted him clear. Talking later, Coxswain Hutchens said, *'The last man off, the skipper . . . if it hadn't been for the helicopter I have got an awful feeling he would have been sucked under with her. You know, there is a lot of suction with these vessels'*. Coxswain Hutchens also spoke of the close understanding there had been between the helicopter and lifeboat, even though they had no direct radio communication.

That is a fine example of co-operation and sympathetic understanding and perhaps makes a good introduction to our discussion this morning. But let us go back to the beginning. Squadron Leader, could you tell us something of the history of the growth of the search and rescue rôle of the helicopter?

Sqn-Ldr Derek Whatling, OC 202 Squadron, RAF Finningley: Helicopter design goes back, theoretically, to Leonardo da Vinci, although I am not totally convinced that he understood about these things! The first practical application of helicopters began just before the last war. That was when Hanna Reitsch demonstrated the flexibility of the helicopter by flying an early type in the Berlin Stadium. The first

recorded sea rescue by a helicopter was also just before the war. It was off Long Island. Some people had been hanging on to a barge through the night when there was a sort of clatter of rotor blades and an experimental helicopter—an R4 I think it was—arrived from an American research establishment, lowered a strop and hauled the people to safety one at a time. So that is where the helicopter's lifesaving rôle started. The Royal Navy, I believe, were the first in the UK to make practical use of the helicopter. They saw it not only as a replacement for the 'plane guard' destroyer stationed off aircraft carriers, but also as a way to hunt their arch enemy, the submarine.

Lt-Cdr Adrian Thomas, CO Solent SAR Flight, HMS *Daedalus*: That's right. The danger of launching and recovering fixed wing aircraft was one of the main problems in the early days of aircraft carriers. There always had to be a ship stationed off the port quarter of the carrier as 'plane guard' ready to pick up the crews of these early aircraft, which regularly fell over the side. When the helicopter was being developed it was recognised as an obvious cheap replacement for the destroyer; it could just hover off the port quarter. The Dragonfly, the Whirlwind and eventually the Wessex helicopters were all used in this way. Right up to her last days, HMS *Ark Royal* still had a Wessex SAR flight on board.

Development for operational and search and rescue work went hand in hand. The helicopter had obvious potential as an anti-submarine vehicle, but because it was reasonably cheap and easy to put a rescue hoist on every naval helicopter, it evolved naturally as a search and rescue vehicle as well. The first SAR flights were based on Culdrose. Then the RAF started to form rescue flights and RAF or naval helicopters were stationed around the country.

Cooper: Matt, one of the famous services in which both lifeboats and helicopters took part was to *Torrey Canyon* in 1967, down in the West Country. You were heavily involved, weren't you? Would you tell us something of your experience on that rescue?

Coxswain Matthew Lethbridge, St Mary's: *Torrey Canyon* was the biggest tanker afloat at that time. I think it was said at the inquiry that she had altered course to avoid some fishing boats up at the Seven Stones and she hit the reef at about 17 knots. We got a call a little after nine in the morning, as soon as she went ashore, and we were the first boat to reach her. Then *Stella*, the Trinity House tender, came down and the choppers—they would have been Whirlwinds—arrived and also a tug. We picked two men off the tug and put them aboard the tanker because at first they didn't intend to abandon *Torrey*

Canyon. I think they thought she might come off, but at 17 knots with a full cargo there wasn't really much chance of that. One of the choppers landed on her foredeck that morning, but no one was taken off. Later in the day we took off 14 men and put them aboard *Stella*, because the forecast was poor. Then we came back and stood by for the rest of the day and that night.

The following morning the forecast was for strong to gale force winds from the east, so it was decided to take off more of *Torrey Canyon's* crew. We took off eight. We were made fast with a forward rope and I was working the lifeboat with the engines. There was quite a bit of rise and fall, about 15 feet I should say, and as she came up on the big ones, just level with the deck, the men were jumping off on to our rope box. Well, eventually, it always happens. You get someone who doesn't know whether he wants to go or not. The ninth man changed his mind at the last minute and then found that it was too late. Of course he came over and he went down between us and *Torrey Canyon*. As soon as I saw him, my heart just went, because he might have been killed. I thought, 'This is it!' I shouted to the bowman to let go and rammed her astern. She came astern, but the next wave coming in threw her in against *Torrey Canyon* and we heard the belting go crash. Then the boys shouted, 'He's all right!' We cleared him and got him aboard, but no more of the men would come off. They said, 'No fear. We'll have a helicopter!' So one helicopter took off five men and the other four more. There were still the master and five of the crew on board and either we or Penlee lifeboat stood by until the next day.

Cooper: There were two helicopters?

Thomas: I don't think the Whirlwind would have had the capacity to lift off nine men in one go.



(Right) An RN Wessex helicopter exercising in Holes Bay with an Atlantic 21 rigid inflatable lifeboat during operational demonstrations at RNLi Poole Open Days 1982.



(Above) Early days: an RAF Whirlwind helicopter lifting an 'injured survivor' strapped in a stretcher as part of an exercise with Padstow's 48ft 6in Oakley lifeboat.

(Right) An RAF Sea King, one of the most modern and most powerful search and rescue helicopters.

photograph by courtesy of Reflected Images



Lethbridge: And in those days they used to send two helicopters anyway, one to cover the other. Lots of times they would send out a lifeboat to cover a helicopter.

Thomas: Certainly in the early days of the Whirlwind you really needed cover, just in case the aircraft ditched in the water.

Lethbridge: We have often launched because a helicopter has gone out to pick up a sick man from a merchant ship. We have steamed off towards him just as a precaution.

Cooper: A Wessex helicopter would have had no trouble lifting nine and landing them, so close to shore.

Thomas: No, even though the first SAR Wessex, the Mark 1, only had a single engine. Now that we have got the Wessex Mk 5 and the RAF the Wessex Mk 2, which is similar, both twin engined, they have even greater lifting capacity.

Cooper: You have both flown Whirlwinds. What were they like?

Whatling: Whirlwinds. Well, I joined an RAF search and rescue flight in about 1971 after an exchange tour with the Navy, where I had been flying Wessex 5s. My first reaction when faced with this rather small, underpowered, tender-looking helicopter was one of a little apprehension. The Whirlwind looked very spindly. To my mind, there was not a lot of power. But then people who had flown Sycamores or Dragonflies would have told me, 'There's masses of power'. It is all relative. However, we overcame that. Both the Royal Navy and the Royal Air Force operated these aircraft very successfully. The Whirlwind was a handful in strong winds. Sometimes we had to start them up in the hangar to avoid the phenomenon known as blade sailing, which could cause the rotor blades to come very close to the ground.

The advent of the Wessex gave a lift capability of about ten people, from the old three or four of the Whirlwind, depending on how far away the casualty was. Speed was marginally improved. The old Whirlwind did about 95 knots. Flat out, a Wessex does about 120 knots; she is probably capable of a little more. With weight aboard she can do about 110. But you never get 'owt for nowt'. On the debit side, with two engines to start the Wessex takes margi-

nally longer to scramble. When I was flying Whirlwinds at Thorney Island, from the time the bells went in the crewroom to airborne, you were slack if you didn't make 90 seconds. It may be different now, but when I was flying a Wessex, I would think myself lucky to make it in better than three minutes.

Thomas: Three minutes is a reasonable time for scramble from the bells going. People have got airborne in two minutes in a Wessex, but everything has got to be going for you.

Cooper: What about range?

Whatling: For the Whirlwind we used to say 90 miles out and back. But everything would have to be just right to achieve that. The casualty would have to be ready, a one-shot pick up and then straight back.

Cooper: And the Wessex?

Thomas: Well, you can say 2½ hours at 100 knots, so about 100 miles out, 30 minutes for searching or picking up, and then 100 miles back.

Cooper: So that is a marked improvement, and with two engines. Now we come to Sea Kings.

Thomas: The Sea King is a bigger aircraft with a lot more avionics, so it takes longer again to take off. A good practical time for a Sea King is probably five or six minutes.

Cooper: And what range?

Whatling: The yellow SAR Sea King, Mk 3, has about 6,500 lbs of fuel and we burn about 1,000 lbs an hour. So, about 300 miles out, 300 miles back, with about half an hour for search or pick up.

Cooper: It sounds very much, gentlemen, as though you can compare the Whirlwind with some of the earlier lifeboats, and the Sea King with some of the more modern boats in respect of running costs. The running cost of a Sea King must be very high.

Whatling: On a practical day-to-day basis, fuel and oil, I should think you are looking at about £1,000 per hour.

Cooper: I seem to remember someone at RAF Valley telling me that you need about 2.2 helicopters to keep one in the air, taking maintenance into account.

Thomas: Yes, maintenance takes time and if you are going to keep one helicopter available full time, then you have got to have a spare to keep in the hangar.

Cooper: Just as we have to have a relief fleet to maintain the station boats on service.

Lethbridge: Do you get a very big

saving in fuel when you are hovering rather than flying ahead? We get a big saving if we cut down the revs.

Thomas: If you go into hover, then you tend to use more fuel than if you are cruising. You gain lift by going forward so reduce the power required in forward flight. If we need to loiter, perhaps to wait for a lifeboat to come out, we fly around between 60 and 70 knots; that is our best speed for saving fuel.

Cooper: Dave, working out of Yarmouth on the Isle of Wight, you have obviously clocked up many hours of exercise and service time with naval SAR helicopters. What services stand out in your memory?

Coxswain David Kennett, Yarmouth: There was one particular service we did a few months ago: a night time lift. The captain of a tanker about 14 miles south of the island had a heart attack. We took out a doctor and he was transferred by helicopter about five miles south of the island. It was the first time we have transferred at night in that way and it went very well. We had the searchlight directed straight ahead, illuminating the flag man up forward; we illuminated the side decks, the length of the boat, with the Aldis lamp; all the deck lights were fully on, and it was a very, very quick operation. The pilot did extremely well. I stayed on a steady course and before I knew it the doctor had been picked up. It was a very successful transfer.

Thomas: That was one of my pilots from HMS *Daedalus*, and the service continued well. The doctor was lowered on to the ship and diagnosed a serious condition. Even so, the captain refused to leave his ship until a company signal came down saying: '*You are relieved by your first officer*'. He was then flown to Haslar.

Cooper: Is there any advice we can give to doctors, who are the people most likely to be called from their beds, put on board a lifeboat, lifted into a helicopter and transferred to a casualty?

Thomas: Make sure his medical bag is strong so that there is no possibility of it falling apart during the transfer. That has happened.

Whatling: Generally people who are most likely to be winched are survivors, so we look upon everyone that way. We try to do everything for them. We assume nothing from them. You would agree with that, Adrian?

Thomas: Yes.

Lethbridge: You are sending the doctor down; we are usually sending him up. If we are transferring a doctor to a ship we tell him, '*Just do what you are told*', and

it is like him telling us what to do when we are his patients. As long as he does what he is told to, it works all right. We send the bag up separately.

Cooper: And presumably we can help with a night transfer by shining a steady light right ahead?

Whatling: Anything you can do to illuminate your boat makes our life a lot easier. However, the thing that loses more friends more quickly than anything else is shining a light in the eyes of the pilot!

Cooper: I hope that message will be received by all our readers! Will—I should like to call you Will Bach, as you are known throughout Anglesey—I know from the time I was in the west division that you have spent many hours exercising and carrying out rescues with the SAR Flight at RAF Valley. Tell us about some of your interesting services.

Coxswain William Jones, Holyhead: As you say, we have been very involved with helicopters from Valley. For one thing, if we are not sure of the casualty's position, they are always there to guide us, not only in the day but at night as well. About five years ago, we both went out to a yacht in trouble about 20 miles off. It was blowing quite hard. Obviously the helicopter reached the search area quicker than we did and he took a woman off. But the man in the yacht only had one leg and he would not chance being lifted by the helicopter, so we took him off. All in all, I think we do quite well with the helicopters.

Cooper: Is it easy for you to get exercise with them?

Jones: Oh yes. They are very, very good with us. If we get in touch with the Squadron giving them a couple of hours notice, they will be there for an exercise. They tell us a course to steer, just 30 degrees off the wind. With the Arun, depending on the strength of the wind, I find that the ideal speed for working with helicopters is about 8 to 10 knots. The helicopter can then hover over the stern, head to wind, and effect the transfer. Of course, when working with a helicopter we always switch the rotating radar scanner off; that is standard RNLI procedure. Our only difficulty is voice communication. Pilots, or whoever is on the radio, have been trained to do a certain service job of communications. Now, I think that they tend to forget that they are dealing with civilians, and we have our own system of VHF work.

Cooper: Are we talking of jargon?

Jones: Yes.

Whatling: It is simply that there are two ways of operating: the maritime way



(l to r) Cdr George Cooper, deputy chief of operations; Lt-Cdr Adrian Thomas, CO Solent SAR Flight, HMS Daedalus; and Coxswain Mathew Lethbridge, BEM, St Mary's, Isles of Scilly.

and the aeronautical way. Aircrew tend to use a radio like a telephone: press the key, say what we want to say and then stop saying it. The words we use are almost inevitably jargon, just as to us on the aeronautical side, the words you use might well be jargon.

Kennett: We have no problems at all, I am pleased to say. We try to get to know the pilots and crew members. We are friends with them and we talk to them a lot about procedures. And we are fortunate simply because we work together a great deal. We go out nearly every Sunday, and on any Sunday we might do perhaps one lift, perhaps five or six. Initially I tell the second coxswain or one of the crew members who is on the radio down below what the plan of attack is and then leave him to communicate. That is all that happens. I just take on or take off personnel as necessary. We find that it works very well. I hope you agree, Adrian.

Cooper: Well, it has been said in certain circles that the light blue tend to walk differently from the dark blue, but do you think they speak differently, Adrian?

Thomas: Not essentially, no. There has been one general problem with communications which will improve. For years helicopters have used a throat microphone—two pads on the throat—and it does make your voice come out a little oddly; it is clear once you are used to it. I am not sure how you are progressing in the RAF, Derek, but we in the Navy are changing to boom microphones, which are a lot better.

Lethbridge: Down our way you can get 14 or 15 fishing boats out, all chatting to each other, and there is no argument about who it is, or what they want or what they are saying. It just runs through with no trouble. But I think if you had 14 or 15 helicopters and lifeboats you would get as unholy a mess as ever there was! But I agree with Dave. When I am talking with helicopters, whether they are Air Force or Navy, I never have a problem in understanding them. It is the noise which I find is the problem. Dave, Will and I have all got Aruns. When you are up on the flying bridge and the helicopter gets really close to you, it is very difficult to hear

each other. You cannot hear what they are saying because of the noise of their engines and rotors, and the noise going back through your microphone prevents the helicopter from hearing what you are saying. You can tell your crew member on the radio down in the wheelhouse what to say, and he can talk with the helicopter, but the coxswain on the bridge cannot hear what his man down below is trying to tell him.

Whatling: The RAF marine craft have a similar problem. They are getting over it with a headset and microphone which can be plugged in up on the bridge. The radio work is done in the wheelhouse but the man on the bridge can listen in and jump in with the transmitting key if necessary.

Cooper: We, too, are experimenting with boom microphones and headsets so that every man can be plugged in, at each seat, to the intercom. Prototype equipment has been fitted into one lifeboat and work on a second is under way.

But let's move on to exercising. As you all know, lifeboats carry a green and a red helicopter flag. A lifeboatman stands in the bow, in a prominent position; he holds up the green flag for all clear, come in; he holds up the red flag as a wave off signal. My experience is that the RAF do not really require these flags to be used, whereas the Navy tends to favour them.

Jones: When these flags first came out we did start to use them, but after a while we found that the RAF pilots with whom we work did not require them. The pilot has his winchman to guide him on to the deck. As long as the lifeboat is kept on the course requested and maintains a certain speed, I think the pilots are quite happy.

Kennett: We work with the Navy and we use the flags. The Arun has quite a large wake. You might be on a long trip up the Solent when, if a helicopter plans to come in, you need to turn on to another heading, perhaps towards the land. When you turn, you have got to get rid of this enormous wake and the helicopter pilot might not be able to see when you are ready. By using these flags you can tell him when the roll of the boat is going to be down and you are ready for winching.

Thomas: One of the reasons why we use flags and perhaps the Air Force do not is because we are used to using red and green wands, or flags, on our ships. If you have got good direct radio communication, you do not need flags. But when you are hovering over a lifeboat, as we have already discussed, you cannot always use the radio because of the noise. If the coxswain needs to change course to avoid another boat, or if he knows there is shallow water up ahead and the pilot does not, how is he going to tell the helicopter that he wants to finish winching for the time being? Obvious. The red flag comes up. The pilot sees the red flag, finishes winching and clears off. When he sees the green flag, he can come and start again.

Whatling: Flags have their uses and what has been said is totally valid, but we tend not to use flags because if we are going to a normal operational job, we do not expect a distressed seaman to show us the green or the red flag. So I expect our guys to be trained in a realistic situation.

Lethbridge: We use the flags on practice, but not on service. I can see Dave's problem, in the Solent, when he might be heading for land, but I feel that the main thing is to make sure, before you start the operation, that you are on a course where you are not going to get any interference; make sure that you have got bags of sea room. If it is bad weather, it might be 20 minutes before the helicopter can get the doctor, or whoever it is, off. The other important thing is that we understand each other, isn't it?

Cooper: So far we have been talking mostly about 52ft Aruns and other large lifeboats. With small rigid inflatable or inflatable lifeboats there are three basic methods of taking position ready for a lift off: the inflatable lifeboat can maintain course and speed while the helicopter takes position over her; the lifeboat can come in on the helicopter's wire; or the lifeboat can lie dead ship with the sea anchor streamed. Will, what is your experience with inflatables?

Jones: When I was young enough to be in the inflatable boat we were instructed to travel at about 12 to 15 knots and come up under the helicopter, which was maintaining a specified speed. I found that driving at a fair speed you could control your inflatable boat well.

Thomas: In the Solent, both with the small RNLI lifeboats and those of other voluntary rescue organisations, we favour the boat coming up to the strop and doing the work of holding position, if only because the boat is so small that the pilot cannot actually see her. Trying to take position at speed on something you cannot see is quite tricky!

Kennett: Yes. We try to co-ordinate the

rescue boats around us and we find that if they steam up to the helicopter there is no problem at all. If the helicopter tries to hover over an inflatable boat, the boat becomes unstable; it is just not practical.

Whatling: From the helicopters's point of view, I agree with you totally. It is infinitely easier if we can just cruise along gently and let the inflatable boat do the work; she is a very manoeuvrable beast. If the lifeboat can do the work it is quicker and more efficient, but, as you said, George, there are three ways and we all ought to be practised in all three ways.

Cooper: Yes. The casualty who has to be transferred may be injured, or frightened at least, and driving in on the helicopter, even in slight seas, can be quite a harrowing experience; and the man can be subjected to quite a buffeting. So there are times when it is better for the inflatable lifeboat to keep a steady course and the helicopter to come in on her. It is all teamwork, and the better we know the people in the other arms of the rescue service—coastguards, pilots, lifeboatmen—the better we can all work together. Dave, you have already touched on the good social liaison Yarmouth has with the airmen at Lee-on-Solent and, I believe, you have a very good Christmas party. What about you and RAF Valley, Will?

Jones: We get on very, very well with them. Occasionally they invite us to Valley and sometimes they come down to our local pub. They join us on New Year's Day, and then in the summer we have a festival in which all the rescue services take part: the coastguards, the helicopters, the police, the ambulance, the fire service. It is valuable training and it is also great fun.

Cooper: Matt, you are a little bit away from the mainland. Do you get the opportunity to meet aircrews socially?

Lethbridge: Not very often. Occasionally the helicopter crews will come down for the day, or if we go to the mainland we are always invited to go to Culdrose. But, whenever we do meet, we always get on very well with the blokes both from the Air Force and from the Navy.

Cooper: At Finningley I suppose you are a little bit out of the main coastal stream, Derek?

Whatling: At Finningley we don't actually operate terribly much! But I still have memories of getting together with lifeboatmen while I was at Thorney Island and later at Lossiemouth. Meetings go on all around the coast.

Lethbridge: Just a point about co-operation. When we were out to *Torrey Canyon* that morning, one chopper told us that they had come away without any



(1 to r) Coxswain David Kennett, Yarmouth, Isle of Wight; Sqn-Ldr Derek Whatling, at time of discussion OC 202 Squadron, RAF Finningley; and Coxswain William Jones, Holyhead.

breakfast. We used to carry a tin of biscuits and chocolate. 'Come over and we will send you up some', we said. So they came over and we sent up this tin of biscuits. And then we were there for about 30 hours without any grub! You can't get better co-operation than that, can you?

Cooper: It is always very satisfying from an inspector's point of view if you take a new lifeboat crew member to sea and organise his first helicopter lift, because after he has had a ride in a helicopter you can see that he has got one ambition: to get ashore as quickly as possible to tell his mum or his wife about it. I think most lifeboatmen enjoy the occasional lifts they have as part of their training. Do you ever take aircrew out on exercise with you, Will, just to let them see the lifeboat, without any helicopter in attendance?

Jones: Yes, oh yes.

Lethbridge: I have often wondered whether chopper pilots can actually gauge the amount of rise and fall of the swell.

Thomas: With experience you can but it is not easy for the pilot. The crewman in the back, who is looking down on the sea, can get a better idea.

Lethbridge: I fly back and forwards from the islands in what is of course a Sea King and I have noticed myself that the sea looks a lot different from up there than it does from down below. I wondered if it would be a help in bad weather for us to tell you the range of the rise and fall?

Thomas: Information of that sort from the lifeboat can only help.

Lethbridge: When the BA helicopter crashed off the Scilly Islands last year we had another interesting instance of co-operation. The fog was really thick. We could hear the Sea King that came up from Culdrose, but they couldn't see us. I talked to him on the wireless and we actually talked him in over us until he could see us. It was a matter of saying, 'You are to westward of us', or 'Turn to port', or something like that. Just listening to the sound you could guide him to find you, even in the fog.

Whatling: Just one other point. Aircrews, whether they are RN or RAF, all move. Your lifeboatmen stay in one place for a very long period of time and they have a much greater fund of local knowledge than we will ever pick up. So any help is worth the transmitting time, it really is.

Thomas: That is very true, and a very worthwhile point.

Cooper: It is absolutely true. How long have you been involved at your station, Matt? All your life?

Lethbridge: Well, yes. Permanently since 1946.

Cooper: Now I don't think we could have a discussion about helicopters without mentioning static. Tell us about static, Commander.

Thomas: Helicopters in flight build up a large static charge of electricity. With normal operations it is no problem because as soon as the aircraft lands it discharges to earth through the wheels or the skids. The problem comes when doing any sort of winching operation. If a helicopter comes into hover over a ship and lowers the rescue strop, and if somebody standing on the deck grabs that strop, the static that has built up will discharge through that person, and it can be a very healthy belt indeed . . .

Whatling: And quite unhealthy . . .

Thomas: The thing to bear in mind is that it is almost always possible to allow the static to discharge first. The helicopter crews are well aware of this and will usually discharge the static from a strop by putting it into the water or on to the deck of the ship before anybody gets hold of it. But if the crew of the boat are a little too enthusiastic and rush up to grab the strop before it has touched the deck, then the problem is there.

Cooper: Will, how do you train your young crew members to avoid the effects of static?

Jones: First of all I let them have it! That teaches them not to be so keen! Then we explain what static is. We usually throw a line on to the cable.

continued on page 107

Lifeboat People

Among the awards announced in the Birthday Honours list were:

KCVO

Captain Alastair Sturgis Aird, cvo. Sir Alastair is Comptroller and Equerry to HM Queen Elizabeth The Queen Mother, a Patron of the RNLI.

KBE

Rear Admiral David William Haslam, CB OBE. Sir David is Hydrographer of the Navy and an ex-officio member, RNLI Committee of Management.

OBE

Miss Lucy Mardon. For political and public service. Miss Mardon has been honorary secretary of Invergordon and District branch since 1972 and she was awarded the RNLI's silver badge this year.

MBE

John Cannell Harrison, lately General Manager, Shoreham Port Authority. Mr Harrison was honorary secretary of Shoreham Harbour station branch from 1956 to 1981 and has served as branch honorary treasurer since 1982; he was awarded binoculars in 1967 and the gold badge and the thanks of the Institution inscribed on vellum in 1981.

BEM

Kenneth John Holland, coxswain/mechanic of Skegness lifeboat since 1968. Mr Holland joined the lifeboat crew in 1946 and served as bowman

from 1947 to 1965 and as coxswain from 1965 to 1968; he was awarded the long service badge in 1983.

James John Smith, lately constable, Norfolk Constabulary. Mr Smith has been honorary secretary of Cromer station branch since 1978.

Francis Ronald Wells, motor mechanic of Selsey lifeboat from 1959 to 1984; he was awarded the long service badge in 1982.

* * *

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

June, 1984

Robert John Gammon, motor mechanic of The Mumbles lifeboat from 1947 to 1971 after serving for three months as assistant motor mechanic. Mr Gammon was awarded the Royal Humane Society testimonial inscribed on vellum in 1959.

John Edward King, coxswain of Bridlington lifeboat from 1965 to 1975 after serving as bowman from 1959 to 1963 and second coxswain from 1963 to

A family occasion at West Mersea: On July 31 Michael Pennell (third from l), divisional inspector for the South East, made presentations to a father and his two sons for their long service to the RNLI. (l to r) Albert Clarke received a statuette for 20 years service, first in the lifeboat crew and then as deputy launching authority, while his two sons, Jim and Peter, both in the present crew, each received a long service badge.

photograph by courtesy of Bob Cross

1965. He was awarded the thanks of the Institution inscribed on vellum in 1967 and 1969; the bronze medal in 1968; a bar to his bronze medal in 1972; and the silver medal and a framed letter of thanks signed by the chairman in 1973. John King also served on the RNLI's crew safety working party for several years.

August, 1984

Bertie Arthur Charles Legge, a member of Weymouth lifeboat crew from 1940 to 1978, serving as bowman from 1960 to 1976.

Thomas Millar Nisbet, coxswain of St Abbs lifeboat from 1949 to 1953 after serving as second coxswain from 1942 to 1949. Mr Nisbet first joined the crew in 1930.

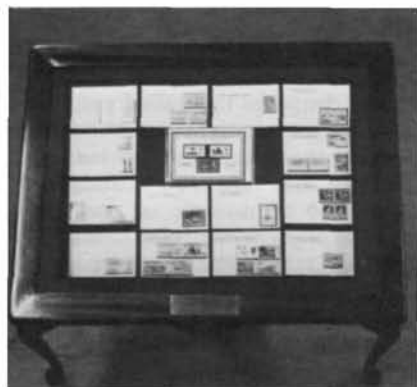
September, 1984

Joe Duffield, honorary secretary of Largs station branch since 1975, after serving as deputy launching authority from 1972 to 1975.



Used postage stamps and covers

FOR THE PAST YEAR members of the staff of HM Prison Dartmoor and a number of the inmates have combined in a voluntary stamp scheme to help the RNLI. Used British and foreign postage stamps have been collected, sorted, graded, made up into packets, priced and then made available, through the South West Regional Office, to branches and guilds for selling at fund-raising events. The joint founders of the scheme were Senior Officer Les Blake



In memory of Captain C. C. Lowry, past chairman of Appledore station branch, a glass topped table was made to display lifeboat stamps of the world. The stamps were collected and the table made by staff and inmates of HM Prison, Dartmoor.

and John Maclaren, and they have been helped by the hard work of many other volunteers.

One of the people who gave the Dartmoor stamp scheme unstinted support was the late Captain C. C. Lowry, RN, the past chairman of Appledore station branch. On one visit to Dartmoor he had suggested that a collection might be made of all the stamps of the world issued to honour lifeboats. Senior Officer Blake and John Maclaren took up the challenge with enthusiasm. After a long search through catalogues they identified the stamps and, helped by a number of individuals as well as by overseas Embassies and lifeboat societies, they finally achieved a complete collection. The stamps were mounted in a glass topped table, made by Dartmoor's hobbies department under the direction of Assistant Governor Richard Yeomans and Auxiliary Officer Ian Bickle, and, in memory of Captain Lowry, the table was then presented to the RNLI, together with a magnificent cheque for £1,250. The display table, seen below, was received on behalf of the Institution by Captain A. G. McCrum, RN, a member of the Committee of Management, and it now has an honoured place at the headquarters in Poole.

ONE OF THE RNLI'S most long-standing and dedicated helpers in the work of collecting, sorting, grading and disposing of used postage stamps is Mr B. Smale, honorary organiser of the RNLI stamp appeal. Mr Smale, who over the years has raised many thousands of pounds for the lifeboat service by his untiring efforts and who also gives his support to the Dartmoor stamp scheme, is always happy to receive whatever used stamps lifeboat people are able to send him. He has recently moved away from Okehampton, so stamps should now be sent to:

*Mr B. Smale, honorary organiser RNLI stamp appeal,
69 The Grove,
Stourport-on-Severn,
Worcester DY13 9ND.*

They will be put to very good use.

* * *

Pilgrim Covers of Canterbury, Philatelic Agents to the RNLI, have been producing covers and special hand-stamps to commemorate naming ceremonies and other outstanding lifeboat events for so many years that they have an impressive historic record in stamps. Any collector wishing to complete his or her set can obtain a list of what is available by sending a stamped addressed envelope to Pilgrim Covers Ltd, 33 St George's Place, Canterbury, Kent CT1 2XX.

Shoreline Section

IN THE LAST JOURNAL was published a photograph of HRH The Duke of Kent, President of the Institution, meeting the lifeboatmen who man RNLB *Shoreline* at Arbroath when His Royal Highness visited the station last May. On this page is another happy photograph, taken on the same occasion, Coxswain Douglas Matthewson gave the Duke a present with a good local flavour.

As a box of smokeys suggests, Arbroath is a fishing port, and early this year, on January 11, RNLB *Shoreline* was called out in very bad weather to go to the help of the 20-ton MFV *Family's Pride* which was taking water two miles south of Arbroath; the fishing vessel had a crew of three on board. A violent storm, force 11, was blowing from the south and the sea was very rough with a 12-foot swell.

Shoreline, the 37ft 6in Rother lifeboat which was funded by Shoreline members, was launched down her slipway at 1720, about two hours after high water.



A box of Arbroath smokeys for HRH The Duke of Kent, president of the Institution, from Coxswain Douglas Matthewson. It is at Arbroath that the 37ft 6in Rother lifeboat RNLB *Shoreline* is stationed.



At home for round the world sailor: Sir Alec Rose, Shoreline member No 1 and president of Havant branch, (centre) with Lady Rose (third from r) invited 100 guests to a highly successful wine and cheese party at their house which made £540. They received able support from branch chairman, John Fisher, honorary secretary, Mrs Christine Houseley and ladies of the committee who provided the very tasty snacks to complement the wine. The party included no fewer than three former Lord Mayors of Portsmouth, one former Lady Mayoress, the deputy Mayor of Havant, the Rector of Havant and members of Hayling Island lifeboat crew.

photograph by courtesy of Portsmouth and Sunderland Newspapers

Shoreline club no. 13, at Rochford, gives tremendous, regular help to the local branch. The club's 1984 annual pram race, in which 14 teams called at eight pubs to drink half a pint at each, raised £200 for Rochford branch. The race was won by Garry Hills and Terry Jones of the New Ship Inn.

photograph by courtesy of Jack H. Coote



Under the command of Coxswain Matthewson, she reached *Family's Pride* a quarter of an hour later and, escorting her through the very rough seas, brought her safely into harbour. When the two boats arrived, at 1810, the local fire service was standing by to help pump out the fishing boat. Because of the storms, the lifeboat was not rehoused until the next morning.

* * *
People of all ages are proud to give their support to the lifeboat service by becoming Shoreline members; very often they do not leave it at that but

willingly give their help to the fund-raising branches and guilds. Round-the-world yachtsman Sir Alec Rose was our very first member and he is also president of Havant, and other branches; as can be seen from the top photograph, he and Lady Rose recently held a most enjoyable cheese and wine party in their garden to help the lifeboats.

Sandra Tooke, a very keen young Shoreline member in Essex, is among the most successful collectors for Rayleigh and District branch; unable to help at this year's flag day because of family illness, she still managed to raise £85 for the branch with a sponsored swim.

If any other Shoreline members would like to help on flag days or join in other fund-raising events, our regional organisers will be delighted to introduce them to their local branches or guilds. Please write to me and I will see that your offers of help are passed on to the nearest regional office. By the way, have you introduced a new member to Shoreline yet this year? I am sure you will if you can.—IAN WALLINGTON, assistant appeals secretary, RNLB, West Quay Road, Poole, Dorset, BH15 1HZ.

To: The Director, RNLB, 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.

Here and There

On station

THE FOLLOWING lifeboats have taken up station duties:

Barra Island: 48ft 6in Solent class lifeboat ON 1020 (48-015), *Hugh William Viscount Gough* (previously stationed at Stornoway), June 16, 1984.

Invergordon: 33ft Brede class lifeboat ON 1102 (33-10), *Nottinghamshire*, July 16, 1984.

The Lizard-Cadgwith: 48ft 6in Oakley class lifeboat ON 989 (48-02), *James and Catherine Macfarlane* (previously stationed at Padstow), July 17, 1984.

Baltimore: 48ft 6in Oakley class lifeboat ON 1015 (48-12), *Charles Henry* (previously stationed at Selsey), July 17, 1984.

Ramsgate: The 18ft 6in McLachlan class lifeboat was replaced by a relief Atlantic 21 rigid inflatable lifeboat on August 4, 1984. On September 7, 1984, the new Atlantic 21 B558 *Ramsgate Enterprise* went on station, replacing the relief lifeboat.

Clogher Head: 37ft Oakley class lifeboat ON 985 (37-18), *Valentine Wyndham-Quin* (previously stationed at Clacton-on-Sea), August 23, 1984.

Clacton-on-Sea: The 37ft Oakley class lifeboat ON 985 (37-18), *Valentine Wyndham-Quin*, has been replaced by an Atlantic 21 rigid inflatable lifeboat. At present a relief Atlantic is on station.



Littlestone-on-Sea lifeboat station, *Romney Marsh* in Kent, has for many years sold souvenirs from a table in the boathouse; now it has a new souvenir shop. It was designed by Ken Boardman (l), the station honorary secretary, and Crew Member Paul Reed (r), and then the local Round Table provided £180 to pay for the necessary materials so that Paul Reed and his friends could do the construction work. Garry Fagg, chairman of the local Round Table, hands over a crest to be affixed to the shop to mark its opening.



Dungeness open day, on Sunday July 29, included the blessing of the 37ft 6in Rother lifeboat *Alice Upjohn* by the Right Reverend Peter Chidgey of Lydd. More than 2,000 people visited the station during the day and just over £2,000 was raised for the branch funds.

Great Yarmouth and Gorleston: a radio controlled scale model of the 44ft *Waveney* lifeboat *Barham* has been presented to Great Yarmouth and Gorleston station branch. It was made by David Sissons (r), an early member of the YLA, the forerunner of *Shoreline*, and represents more than 250 hours work. Mr Sissons is seen showing his model, which will be used for fund raising, to Coxswain/Mechanic Richard Hawkins with the full size RNLB *Barham* in the background. Immediately after the presentation the model was given a trial 'at sea' on the River Yare.



Following the loss of *Penlee* lifeboat in 1981, **Dudley** branch launched an appeal as a tribute to Mrs Mary Richards, mother of the late Coxswain Trevelyan Richards. A cheque for the £5,396.83 raised, which will go towards the purchase of a D class inflatable lifeboat, was presented at the Birmingham Boat Show in the presence of members of Dudley branch and representatives from *Penlee*; the cheque is held by John Nichols (l) and Tim Richards of *Penlee*. Dudley president, Mr J. J. Tonkinson, is on the extreme left of the picture and Mr K. H. Falk, chairman, next to John Nichols.

Books . . .

● No one could be better fitted to write **Mayday! Mayday! A History of the Guernsey Lifeboat Station** than Jurat Guy Blampied, OBE, who, an RNAS seaplane pilot himself in the first world war and an RAF officer in the second, has been an active member of Guernsey branch for a good half century. He was already a committee member in 1938 and, after a few years as vice-chairman, has served as chairman since 1959; he was awarded the gold badge in 1972 and honorary life governorship in 1982. On the operational side, Jurat Blampied has been a deputy launching authority since 1977, and he always comes down to the station when St Peter Port lifeboat goes out on service to await her return, help with her refuelling and make sure that there is a hot drink ready for her crew.

Guernsey's first pulling lifeboat arrived on the island in 1803, but the early chapters of **Mayday! Mayday!** (The Guernsey Press Co Ltd, Braye Road, Vale, Guernsey, Channel Islands, £4.95) highlight the difficulties and frustrations of trying to provide an effective lifeboat service with a pulling and sailing boat on an island with a coastline of about 25 miles and in the days when a gallop on horseback was the only means of communication; an island, moreover, like Guernsey set in rock-strewn seas with a rise and fall on big spring tides of over 30 feet and where the help of a tug was often essential.

It was not until a power driven lifeboat came to Guernsey in 1929, a 51ft Barnett, that the problems were really overcome; since 1972, of course, the station has had one of the RNLI's most successful fast afloat boats, a 52ft Arun. In the years since 1929 there has been a proud record of gallantry and service to seafarers in which all the lifeboatmen of Guernsey have shared. A gold medal was awarded to Coxswain Hubert Petit for the service in 1963 to the motor ship *Johan Collett*, and another gold medal was awarded to Coxswain Michael Scales in 1981 for the service to the motor ship *Bonita*, while names like *Point Law*, the tanker, and *Orion*, the oil rig, are evocative of all that is best in lifeboat tradition.

Included in this interesting book are also chapters on several different aspects of lifesaving work and life in Guernsey. One chapter, for instance, is concerned with St John Ambulance which runs a marine ambulance and a cliff rescue service in addition to its land ambulance responsibilities and with which the lifeboat works in happy co-operation.

Here is a fine story well told and well illustrated with good and varied photographs; a welcome addition to the library of the sea.—J.D.

● When Malcolm Darch, maritime research historian and professional model shipwright, was commissioned to build a collection of models of Salcombe lifeboats by a local hotelier, his research into the history of the station began; so involved did he become with the historic and other dramatic events of the station that after his seven superb models were put on display in the foyer of the Marine Hotel he decided to use his research for a book, **The Salcombe and Hope Cove Lifeboat History**.

The result is a most attractive book relating the events of Salcombe lifeboat station from its beginning in 1869 to the present day and of the Hope Cove station which existed from 1878 to 1930. Its 48 pages are abundantly illustrated with a fine collection of old and new photographs which the author has obtained from many sources.

The book is published by Salcombe and Hope Cove branch and all proceeds from its sale will be donated to the branch. Costing £2.95 plus 30p post and packing, **The Salcombe and Hope Cove Lifeboat History** may be obtained from Mr W. P. Budgett, station honorary secretary, Oldway Cottage, Batson, Salcombe, Devon TQ8 8NJ.—H.D.

● **The Lizard-Cadgwith Lifeboat** is an excellent 64-page booklet edited by G. W. Kennedy, a former honorary secretary of the station whose 'inside' accounts of certain rescues make particularly interesting reading.

After a tragic shipwreck in January 1859, a lifeboat was stationed at the Lizard in November that year and in 1867 another was stationed at Cadgwith. Almost 100 years later, however, the two stations were amalgamated and The Lizard-Cadgwith station at Kilcobben was formally opened by the Duke of Edinburgh in July 1961 when he also named the new 52ft Barnett lifeboat *The Duke of Cornwall (Civil Service No 33)*. There is a splendid colour photograph of this lifeboat on the cover while inside black and white prints illustrate the station's history.

In addition to the record of lifeboat services a number of other aspects of the work involved in lifesaving at sea are touched upon. For instance, an appreciative lady writes her account of being rescued by a relief lifeboat on temporary duty at The Lizard-Cadgwith while other chapters take as their subjects shore helpers, the helicopters of RNAS Culdrose and the ladies' guild.

All proceeds from the book are for RNLI funds; it can be obtained for 50p plus 30p post and packing from Mr G. W. Kennedy, Kinsale, Cadgwith, Helston TR12 7JY.—H.D.

● Whenever a disaster occurs, it is always followed by painful reflection that 'if only this had been done or that had happened, none of this would have taken place'. Often there is a tale of a lucky escape. Geoff Hutchinson's sad account of **The Mary Stanford Disaster**

at Rye Harbour which took place on November 15, 1928 when the lifeboat capsized on the harbour bar and the entire crew of 17 men was lost, is no exception.

Because he had been working late the previous night, one young crew member was sleeping so soundly that neither the maroons which were fired in the early hours of the morning, nor his mother could wake him in time to get to the lifeboat *Mary Stanford* before she was launched on her mission to save the crew of the Latvian steamer *Alice*, which was drifting and taking in water in a violent storm off Dungeness.

Such was the weather that when, only five minutes after the launch, it was learned that *Alice's* crew had already been rescued by another steamer, the lifeboat's coxswain and crew did not notice the repeated recall flares (there was no lifeboat to shore radio in those days). The lifeboat continued to search for a casualty that did not exist for another 3½ hours before her disastrous return across the bar. Had the message that the lifeboat was not needed been relayed faster between North Foreland radio and Rye, she would never even have launched.

Geoff Hutchinson's booklet underlines the resolve and bravery of the 17 men who died that morning and reminds the reader how such a disaster affects not only the community, but the nation as a whole. The profits from the book will go towards the present day Rye Harbour lifeboat station. It costs £1 plus 25p postage and packing and can be ordered from the author at 1 Mill Cottage, Cackle Street, Brede, East Sussex.—E.W-W.

● **The Lifeboat** by Dick Bruna (Methuen Children's Books, £1.50) is one of a very successful series of little books by this author aimed at pre-school children. Enchanting colour illustrations help tell the simple story of a man going to sea and having to be rescued by the kind lifeboatmen.—G.P.

● On Sunday July 31, 1983, a louring, overcast day on the south coast of England, with wind scarcely strong enough to propel a sailing boat, suddenly erupted into a violent thunderstorm, flattening an estimated 50 dinghies in the ensuing squalls and sending out no fewer than seven lifeboats from stations between Portsmouth and Newhaven on rescue missions.

The fickleness of the weather around our shores and how to read the signs of any imminent change, often far more subtle than the one described above, is just part of Alan Watts' interesting and clearly written **Dinghy and Board Sailing Weather** (Nautical Books, Macmillan, £8.95), recently published. For the beginner, with a weather eye to his or her own comfort and safety, the book explains what the TV forecasters really mean when they say 'there will be sunny intervals' and also teaches him how to

recognise from the advancing clouds, signs of what changes are likely to take place.

For the proficient and downright competitive dinghy and board sailors, Alan Watts delves deeper and deeper into the technicalities of wind and the reasons for its shifting or dropping, often just at the most crucial stage of a race. Every possible angle is examined with inland water and estuary wind behaviour investigated as thoroughly as coastal conditions. This is certainly a book for the sailor who has begun to master the handling of his craft and who now wishes, if not to master, at least to anticipate the weather. But any book that can educate the novice sailor about weather—surely the most talked about and least well understood subject of these isles—must improve his enjoyment and help to ensure his safety.—E.W.-W.

● **This is Boat Handling at Close Quarters** by Dick Everitt, who planned the book and drew the illustrations, and Rodger Witt, who wrote the text, is one of those invaluable books which help the inexperienced to think through on land the problems they may expect to meet afloat, and thus be all the better prepared to handle their boats in a seamanlike manner when emergencies beset them. It is all the more necessary to have such advance understanding of the possible, and variable, effects of current and tidal stream, wind and lee, boat shape and propeller thrust because these uncertain factors will undoubtedly first be encountered within the confines of a harbour, river or crowded anchorage; it is from such an environment, fraught with hazard, that the new owner will surely have to extricate his boat before he can settle down to becoming acquainted with her in the peace of open water.

The authors emphasise, however, that there is nothing definitive about either natural forces or boat behaviour; each gust of wind, each tidal eddy may have its own whim, while each boat will have her own individual characteristics. Good boat handling, which has a great satisfaction all its own, is as much an art as a science so that no amount of theoretical knowledge can ever replace perception, patience and practice.

The techniques described and clearly illustrated in this book are derived from numerous delivery skippers, lifeboat coxswains and experienced yachtsmen. The book is published by Nautical Books, Macmillan, price £10.95, and donations from its royalties will be made to cancer research in memory of Richard Creagh-Osborne, that splendid yachtsman and writer who was originally associated with the book.—J.D.

● **Boat Building Techniques Illustrated** by Richard Birmingham (Adlard Coles, Granada, £12.50) is an excellent book written in a manner which retains the reader's interest although the title would have been more accurate if it had

been prefixed by 'wooden'. The author is obviously very skilled in boatbuilding and is familiar with most if not all the tricks of the trade. A deficiency is a chapter on lofting, detailing laying down and the benefits obtained in the form of templates and patterns, but how refreshing it is to hear of a sanding plane still recommended for finishing a hull.—A.W.

● Two new books, recently published, will certainly become standard works in the field of the design and construction of small boats. **The Design of Sailing Yachts** by Pierre Gutelle (Nautical Books, Macmillan, £15.95) is one of the best books of its type to appear in recent years. It is translated from the French by Barbara Webb, being updated in the process, and the author covers the whole subject of yacht design, from basic principles, in a manner which is both easy to read yet relays exactly the right degree of technical complexity. It is particularly refreshing to see such controversial subjects as stability and hull balance explained in such detail, and the book offers much to the owner, student or professional alike.

The Offshore Yacht by A. T. Thornton (Adlard Coles, Granada, £17.50) nicely complements the book by Pierre Gutelle. From a basis of the naval architecture of yacht design, the author goes on to delve deeply into construction methods, including the latest materials now available for the hull, the sailplan, deck fittings, interior design, propulsion and even electronics in a manner which relays considerable information, and gives the owner/designer/builder plenty of food for thought.

Fashions in boats may change, but the basic principles will always remain. These two books will surely find a useful place on many a designer's bookshelf.—K.C.T.

● Ask any small boy what he wants to do when he has grown up, and after saying engine driver, fireman and policeman he will probably say a lighthouse keeper—all, to a small boy, highly adventurous occupations. All those small boys who have since grown up, can now relive their dreams of lighthouse keeping by reading **Rock Lighthouses of Britain** by Christopher Nicholson (Patrick Stephens Ltd, £12.95).

With its first chapter headed '*Out of the darkness*', this excellent book, well-illustrated with generous, varied photographs and clear drawings, provides enough facts and information to keep the most inquisitive readers happy. It also recounts some of the drama, too; such as the time the Chicken Rock Lighthouse, south of the Isle of Man, caught fire on December 23, 1960. To escape the flames the three keepers slid down 100 feet of rope to the base of the lighthouse. After a long and difficult rescue operation, involving two life-

boats and a helicopter from RAF Valley, all three lighthouse keepers were rescued and taken to safety.

An appendix gives a detailed description of the major British rock lighthouses built and maintained by Trinity House or the Northern Lighthouse Board.—S.J.G.

● At first sight, a book entitled **Faster! Faster!** and concerned to a great extent with multihulls, hydrofoils and the like, might not appear to have much bearing on saving life at sea, but speed has always been a vital factor in the safe accomplishment of a rescue and advances in any one branch of boat design can but add to the sum total of knowledge on which all can draw.

Maintaining that speed is one of man's most enduring obsessions, David Pelly, the author of **Faster! Faster!** (Nautical Books, Macmillan, £9.95) traces the development of ever swifter boats from the earliest days of progress under sail. Into this pattern he fits the Suffolk beach yawls, the fast pilot boats of the nineteenth century, which, owned by the beach companies at Lowestoft, England's most easterly point, would . . .

' . . . dash out to passing vessels to offer pilotage, supplies, mail or salvage as appropriate and naturally, the first boat on the scene got the business . . . in the estimation of their crews . . . the yawls were the fastest working boats in existence.'

It was a Lowestoft yawl, *Frances Ann* made 'unimmovable' by Lionel Lukin in the early years of the century, which was the world's first sailing lifeboat and the forerunner of the Norfolk and Suffolk type lifeboat.

Perhaps we should also remember the contribution to lifesaving of such men as Uffa Fox who, in the 1930s with Bill Waight, went cruising to Brittany in the 20ft twin sliding seat canoe *Brynhild*, one of the fastest of small thoroughbred sailing boats; a very individual choice for cruising, maybe, but *Brynhild* was later to be the prototype for the airborne lifeboats which, during the Second World War, were dropped from aircraft to ditched aircrews.

Anyone who has enjoyed dinghy, multihull, keelboat or offshore racing during the past half century will find much in this book over which to ponder in happy reminiscence; the people are old friends, their achievements part of our heritage. Perhaps not many of us can follow into the more rarefied airs of the Portland Speed Weeks or of the 60ft *Crossbow II* which, designed by Roderick Macalpine-Downie, achieved 36 knots in 1980. But, nevertheless, it is all very interesting. The last words on the back cover of the book are: '*How much faster to go . . .*' How much indeed.—J.D.

● **Shanties from the Seven Seas** have been collected into a comprehensive book by Stan Hugill (Routledge and Kegan Paul, £7.95).



This, would you believe, is a sponsored walk. One hundred and sixty-five children from primary schools in St Andrews' turned out to walk a total of 1,686 miles round Craigtoun Park and raised the commendable sum of £1,500. Pupils from Lawhead, Canongate and Langlands have supported the RNLI in this way for six years and the event, smoothly supervised by Mrs Barbro Scott and her committee, has become established in the St Andrews' calendar.

How many branches have had a whole island put at their disposal for a picnic supper? **Broadstone branch** had such an honour when Mr and Mrs H. J. Palmer kindly allowed them to use Round Island in Poole Harbour in July. A beautiful setting and excellent food ensured that the evening was a success. The supper, together with a coffee morning held at the home of Mrs Jane Bell and a very successful house to house collection, raised nearly £1,500 for the branch in the month of July.

On Saturday June 30, £395 was presented by **Skidby and Little Weighton branch** to Brian Stevenson, regional organiser NE. Of this amount, Skidby Millers AFC raised £255 with raffles and an Army assault course at the village gala; Peter Leveridge raised £86 in sponsorship for attacking the course and Mark Sadler, a young member of the branch, raised another £30. A visiting football team from Owston Ferry, South Yorkshire, who opposed Skidby Millers in a charity football match, added another £110 to the final total; 90 salad teas prepared by six members of the branch awaited footballers and spectators alike at The Black Horse Inn, Little Weighton, after the match.

Dr Margaret Hyde, who has a practice in **Ontario, Canada**, set up a small self service coffee and biscuit bar in her waiting room. In the first four months of operation, donations for coffee consumed amounted to \$30 (about £17) which Dr Hyde sent to RNLI HQ at Poole.

Following a film show and a talk on the RNLI given by Mrs Zoe Verney of **Winslow branch** in January 1984, pupils of Bishop Wood Junior School in Tring spent £88.38 on souvenirs and since then have been enthusiastically raising money to buy protective clothing for lifeboatmen. In the last eight months £597.55 has been raised in the following

ways: a Lenten bazaar organised and run by the children, sponsored walks, cycle rides, football shooting and a sponsored swim by six girls which raised £77. Coffee mornings have been run and half pennies collected.

To lose 1 ton 15 cwt was the goal of the 362 people taking part in **Christchurch branch's** sponsored slim. For 28 days in January and February 1984 they tried their hardest to lose weight and gain money for the RNLI. Mr M. Butler of Burton, Dorset, lost the most, 34 pounds altogether, and won a bargain break weekend for two as a result. The efforts of everyone who took part were well rewarded as £7,200 was raised for the RNLI in sponsorship.

During a recent exhibition of paintings by the former singer Elaine Longmore at the Civic Centre, Walsall, an oil painting of a cottage and garden was raffled in aid of the lifeboat service. The £203.77 made from ticket sales brought the income for **Handsworth Wood ladies' guild** for the first half of 1984 to £2,163.

Driffield ladies' guild's twice yearly secondhand sales are proving to be more and more popular. This year's spring sale raised £479.

During the 1984 Three Peaks Race which began on June 23, **Mercantile Credit** organised a raffle in aid of the RNLI and the RYA Seamanship Foundation; the total amount raised, £3,000, was divided equally between the two organisations. Mercantile Credit had provided the boat *Mercantile Flyer*, entered in the race by the 13th Romford Venture Scouts, and Ron Rumney, deputy manager of Mercantile Credit Marketing Department, who was one of the crew, made the draw at RNLI HQ, Poole, on July 9. The prizes were a week's flotilla sailing for two donated by Phoenix Travel, a long

Some Ways of Raising Money



Surely the fittest postman in the east: David Clemens, 69, who is also vice-chairman of Colchester District branch, holds his London Marathon medal aloft as he goes on his delivery round in Marks Tey. He was one of a large team of runners in this year's marathon who ran for the lifeboats, his sponsorship amounting to £516. Some of the other impressive totals were: Dennis Freedman of Highgate, London, £1,528, Bernie Hyatt of Newbury Park, Essex, £1,369, Alan Brookman of Hitchen, £956 and Christopher Dayman of Broadstone, £250. Over £9,000 has come in to head office so far as a result of the marathon.
photograph by courtesy of Essex County Newspapers

weekend in Rome for two donated by British Airways and a sailboard donated by Alfa Romeo GB.

Darts marathons and leagues are pointing the way to successful fund raising. For 12 years the **Dymchurch ladies' darts league** has raised money for the RNLI, the £1,500 raised in 1984

continued on page 101



Ten years of fund raising by Ryburn ladies' guild was celebrated when a classic race night meeting was organised by the committee and made £700 in the process. To lend authenticity, five of the guild's members dressed up as jockeys for the occasion and can be seen here posing with three home-made horses, and one that moves of its own accord.

photograph by courtesy of Halifax Evening Courier



Godzilla looks as if she is beginning to feel the pace. It is hardly surprising as she has had to battle against a strong northerly wind on her way into Portrush harbour, before turning for the finishing line to overall first place in the annual raft race staged during the town's May Fair. Besides the customary good-humoured piracy and imaginative designs and costumes, this year a junior raft race was staged, and while judges sorted out the placings, Strabane Canoe Club gave a demonstration of canoe polo. The RNLI received some £4,500 from sponsors and competitors as a result.

photograph by courtesy of Colin Watson



Coxswain Vic Marsh of Swanage is seen helping Ertugrul Gomec to navigate after the finish of the Civil Service, Post Office and British Telecom Fund half marathon which was held in Windsor Great Park last June. He was the one paraplegic entrant out of no fewer than 2,400 runners and made a very good time on soft turf despite getting a puncture towards the end. The half marathon itself, which Coxswain Marsh started by lowering an RNLI flag, was a great success and more than £50,000 is expected in sponsorship; a remarkable achievement.



This magnificent knitted quilt bedspread is the creation of the ladies of Wroxham and District branch. It caused £700 worth of raffle tickets to be sold for a chance to own it when the branch held a luncheon at the Norfolk Broads Yacht Club which in turn raised £1,350. The bedspread has some remarkable vital statistics: it contains 56 hand-knitted squares and a 20ft hand-knitted lace edging. It is made from 44 fifty-gram balls of wool, has 89,141 stitches and took nine people 400 hours to knit and 102 hours to make up.



Walkers line up in front of Worthing pier, ready to begin earning sponsorship for their local branch. The Mayor and Mayoress of Worthing, Harry and Stella Yates, were among the participants and around £1,000 was raised as a result. This photograph was taken by Les Fuller, coxswain of the last lifeboat in Worthing before the station closed.



David James is a young member of the Bridgnorth branch committee. He built this lifeboathouse out of Lego bricks and asked people to guess how many bricks were used. The most accurate guess was awarded with a Lego set, donated by the manufacturer and David's parents provided a cash prize for the runner-up. £33 was raised as a result of this ingenuity.

photograph by courtesy of Shropshire Star

bringing the grand total to nearly £20,000; that represents a lot of dart throwing and tremendous support and enthusiasm on the part of the ladies in the league. **The New Inn, Marfleet**, in North Humberside, was the venue for a darts marathon which raised £185. The pub also has a mechanical collecting box which, when emptied was found to hold £50. Since March 1983 patrons of the New Inn have collected £334 for the RNLI and also donated £70 to Withernsea lifeboat station, the proceeds of a lifeboat push.

Pangbourne branch collected together 41 lots to be auctioned at Christies, South Kensington, in aid of the RNLI; there were watercolours, etchings and prints, mainly on maritime themes. Such famous artists as Sir Peter Scott and Sir Hugh Casson had contributed their work and so had such well known lifeboat people as Coxswain Matthew Lethbridge of St Mary's, Isles of Scilly. It took many months to prepare for this event and a fine £2,193 was raised.

A luncheon organised by **Morley ladies' guild** during the summer raised a splendid £445.

Since September last year **Dorking branch** has been very active; its house to house collection showed a 14 per cent increase on the previous year, raising £2,720; a fashion show raised £1,100; coffee mornings, film evenings, and raffles raised over £500 and the local Sondes Place Comprehensive School raised another £250 with a sponsored walk.

Rear Admiral W. J. Graham, director of the RNLI, was the guest of honour at a boxing evening at Gosforth Park Hotel, Tynemouth, in April this year. This annual event, organised by **Tynemouth financial branch**, raised £4,500. The evening also included dinner, a raffle and an auction.

Despite the fact that they are unable to play away fixtures **Minehead lifeboat crew** members regularly turn out a cricket eleven for a series of friendly matches. In June they challenged another group who cannot go far afield: the local doctors. Two crew members who are also general practitioners, Dr Philip Leech and Dr Bryan Stoner, deserted to the medical team, whose members also included Dr Leech's wife, Dr Nina Leech; even so, the medics only managed to knock up 118 runs in their allotted 20 overs in reply to a match-winning 149 from the lifeboatmen. Duphar Laboratories sponsored each run scored and every wicket taken, rounding up its cheque to £100.

Following their splendid efforts in a sponsored walk organised by **Kensington branch** which raised £2,000, eleven children were taken for a day to Littlehampton lifeboat station by members of

Overbearing presence? Ed MacFarland (l), general manager of Marathon Oil operations office in Aberdeen presents a cheque for \$10,000 to John Geddes, chairman of Peterhead branch, in the company of a reasonably benevolent looking witness. The bear and the RNLI were invited to the Scottish premiere of The Last Bear, a film about the development of the Brae A offshore oil platform which was shown at Cowdray Hall in Aberdeen.



Captain of the darts team of The Swan public house at Faringdon, Oxfordshire, Jimmy Richens, looks remarkably sharp eyed considering this photograph was taken during a gruelling 24-hour marathon in aid of the local RNLI branch. The marathon was devised by Peter Clarke, the landlord, who only got home from an operation in hospital just in time to witness the fruits of his planning. 503,464 was scored and, even more important, £750 was raised.

photograph by courtesy of Wiltshire Newspapers



Darren Grainger, 11, is a seasoned fund-raiser. He has run all types of events, including jumble sales, to help charities. His latest effort; a teddy bear's picnic, was for The Mumbles lifeboat appeal. It was held at Treboeth Public Hall, Swansea, and with over 40 tickets sold to plenty of satisfied cuddly customers, £90 was raised for the appeal.

photograph by courtesy of South Wales Evening Post



the branch as a thank you for their help and support. Some of the children had never seen a lifeboat before and all of them had a very happy day.

Strawberry teas are popular fund raising events during the summer and the efforts of several guilds have certainly borne fruit: Mrs Joyce Taylor of **Calverton ladies' guild** held a strawberry and champagne morning in her garden at Woodborough which raised

£555. **Petts Wood branch**, Kent, held a strawberry fayre which raised £357 in three hours; committee members and friends picked the strawberries and provided the scones, cakes and soft drinks. Five members of **Mudford ladies' guild** who have been friends since their school days and who have worked together for the RNLI for some years, organised a strawberry tea which, together with souvenir sales, bring and

continued on page 103



A one-sided fight at Hornchurch. A member of the Metropolitan Police Force womens' self defence team makes light work of a would-be attacker during a demonstration at Hornchurch and Rainham branch's silver jubilee show. Plagued by the wettest weekend of the summer, the branch carried on regardless in true lifeboat tradition, and with the help of stalls, sideshows and static displays from 50 local organisations, the Royal Air Force, the Royal Navy, the Army and many others, there was plenty to see and do. Further arena displays from the mounted branch of the Metropolitan Police, the RAF Halton Pipe and Drum Band and Hornchurch and Upminster Sea Cadet and Marine Cadet Corps added to the entertainment. Considering the weather, £900 was an impressive profit to show at the end of the day.



Geoffrey Garrick, regional organiser for south London (l) receives a cheque for £710 from Cyril Hutchings, chairman of Epsom and Ewell swimming club, and hands over an RNLI plaque in return. The link between the boys and girls of the club and Epsom and Ewell RNLI branch has existed since 1975 and in that time some £3,000 in sponsorship has been raised for the RNLI. Henry Sayer, honorary secretary of the RNLI branch, is also pictured (back r) together with swimmers Adrian Jervis, 11, Ben Kitchener, 12, Rachel Park, ten, Laura Young, 12 and Claire Evans, nine.

photograph by courtesy of Argus Newspapers



A profit of £500 was the result of a Cockney night held by Enfield and District branch of the Ancient Order of Foresters. The picture shows Lord Graham of Edmonton (r) and the High Chief Ranger of the Foresters Mr Raymond Roddie enjoying the street piano that was lent for the evening by Brian Feasey. Most of the arrangements for the evening were made by Edmonton Green trader Mr Terry Jiggins and his wife; special Cockney food was served and a raffle organised.

photograph by courtesy of the Press Gazette Group



An open day which raised £1,600 at Shoreham's Lady Bee Marina attracted crowds of people who enjoyed boat trips, a lifeboat demonstration, a fashion show, a fencing display and not least Liz Naldrett's tantalising shellfish.

photograph by courtesy of Brighton Evening Argus



A tug of war across the river, or for one of these gallant but presumably doomed young competitors, over the river. This was just one of the ways that pupils from Kings of Wessex School, Cheddar, succeeded in raising £850 for the RNLI. A long list of fund-raising methods included civvies day (payment not to wear uniform), a sponsored sleep on the Mendips, welly throwing, guessing how many sweets in a jar, a sponsored trampoline by Julia Fisher which raised £100, a sixth form concert and many other exploits. The cheque was finally presented to Michael Kennedy, area organiser in the south west, on top of the 110ft tower of St Andrew's Church, Cheddar; is this a height record for presentation?

photograph by courtesy of Bob Owen



Special fund raising evenings like Teddy Boy Night, Village Idiot Night and Aussie Night have put the Jolly Sailor pub in Poole on course for raising the money to pay for a new inflatable lifeboat. So far they have collected about £3,700 and besides the special evenings, goings on like a pancake eating contest, raffling a painting by Joel Kirk, frequent shoe shines, and a domino league have all contributed towards the total.

buy, flower stalls and a raffle, raised a phenomenal £5,274. The friends are Mrs B. A. Andrews, Mrs J. Sims, Mrs J. Macdonald, Mrs J. Harrison and Mrs G. Grogan.

To celebrate the RNLI's 160th anniversary a one day exhibition was staged in the gymnasium at HM Prison Grendon, near Aylesbury, Buckinghamshire. It was organised by Michael Storm, the prison's hospital principal officer who is also vice-chairman of **Bicester and District branch**, and inmates of the prison had assembled 480 lifeboat photographs, some of them historic, to make up a most impressive display. John Gilbert, chairman of Luton branch and a member of the Lifeboat Enthusiasts' Society, took to the prison model lifeboats he had made to add to the show. A total of £110 was raised from pledged donations from staff and inmates, many of whom donated 50p to £1 out of their £2 to £3 earnings.

For the third year running the **Slade Green Community Association** at Erith, Kent, has organised a charity dance in aid of the RNLI. This year's dance, held in May, raised £250 bringing the total amount raised to £1,000.

Coventry branch recently received a £1,000 cheque from Dunlop (Coventry) Employees Charity Fund. The money will pay for equipment to be carried on board a lifeboat.

Tower Pier in the **City of London** is one of the busiest piers on the Thames used by thousands of passengers taking trips on the river. An RNLI pedestal box on display in a prominent position was recently knocked into the water by a high-spirited tourist. The box surfaced and floated long enough to be recovered, drained and once more put in

position. When the box was emptied it contained £35. The floating pound, perhaps?

A concert by the Mevagissey male voice choir in celebration of the RNLI's 160th anniversary was held on March 4 in Salisbury Art Centre. The concert was a great success and raised £305.50 for **Salisbury branch**.

By way of a change from cheese and wine, **Dunfermline ladies' guild** last spring organised a sherry and short-bread reception followed by a floral art demonstration given by Mrs Vera Ferguson, a well known figure in the floral art world. The event was thoroughly enjoyed by everyone attending, and, with the sale of tickets and a raffle of the flowers, £245 was raised.

Norman Daniells, a hairdresser from Henley and a committee member of **Henley branch**, lost a staggering two stones in weight in only two weeks; he collected £540 in sponsorship from customers and friends.

Twenty boys from **William Penn School, Dulwich**, took part in a rather unusual marathon in July. Starting from the school at 9.30 am and using London Transport travelcards the boys had to visit as many of London's 70 McDonald's restaurants as they could, returning to the school by 3.30 pm. The boys had to collect restaurant managers' signatures as proof of their visits; the further from the school the boys went, the more the signatures were worth. After a hectic dash around London the boys collected enough signatures to be worth £56.60 which was sent to the RNLI's Lambeth office.

The King George V public house at **Brompton**, near Gillingham, Kent, was the venue for the raffle of an oil painting depicting an Oakley class life-

boat, painted by local artist Jamie Matthews and commissioned by Ernie Harrell. The raffle raised £60 in one evening. The landlord, Mr Rimvydas Andruskevicius, an ex Merchant Navy man, has now collected over £350 for the RNLI.

An extremely profitable spring draw was organised by **Loughborough and District branch**. All prizes were donated by local businesses and £1,210 was made as a result of ticket sales. The draw was made at the Waterside Inn, Mount Sorrel.

Snow Wight and the Seven Sailors was the pantomime staged for one evening by **Emsworth Slipper Sailing Club**. Thoroughly enjoyed by the audience, it was nevertheless enjoyed even more by the actors. Make do and mend costumes kept costs low and this allowed a profit of £100 to be made for the RNLI.

Troon ladies' guild organised a highly successful cheese and wine evening in April this year. Included in the evening's events was an antiques competition organised by the auctioneers, Phillips. First prize of a painting of Troon lifeboat entering harbour was won by Mr Soons. This competition, together with a raffle whose prizes were donated by local businesses, brought the total amount raised during the evening to £1,000.

After their success last year with a performance of the can-can, the dancing group Donald and His Ducklings, alias the **Aberystwyth** lifeboat crew, decided to try their hand, or perhaps feet, at a rendering of the dance of the cygnets from *Swan Lake*. From reports it was perhaps more like the ducklings dabble on the duck pond, but their efforts were amply rewarded as £145 was raised for the RNLI.



Bill Owen reaches deep into the lottery drum to find a winner after Ian Wallington, assistant appeals secretary, has given the tickets a good spin.

RNLI national lottery

THE TWENTY prizewinners in the RNLI's twenty-sixth national lottery, which raised more than £43,000, were drawn at Poole HQ on Tuesday July 31 by Bill Owen, one of the well-loved 'Last of the Summer Wine' team; Mr Owen, who plays Compo, had come over from Bournemouth, where a stage version of this vintage television series was enjoying a successful run at the Pier Theatre, to give his support to the lifeboat service.

The draw was supervised by Vice-Admiral Sir Peter Compston, chairman of the Fund Raising Committee, and Anthony Oliver, appeals secretary. The prizewinners were:

£2,000: Robert B. Kenward, Hayes, Middlesex.

£500: Mr I. Barnicoat, Newbury, Berkshire.

£250: Mrs F. Bradley, Braunton, Devon.

£100: M. Diener, London W13; Mr C. John, St Mary Bourne, Hampshire; E. K. Cunningham, Brooke, Norfolk; N. Gordon, Corby, Northamptonshire; R. Gooden, Benfleet, Essex; Messrs Robinsons of Burnham, Buckinghamshire; Miss A. E. Fleet, Bury St Edmunds, Suffolk.

£50: Mr C. A. Webb, Tipton, West Midlands; R. A. Murray, Orpington, Kent; Mr G. A. Rowley, Coventry, West Midlands; Mrs Gillett, Canterbury, Kent; Mrs P. W. Lindridge, Horley, Surrey; Henry Lee, Wimbledon, London; I. Kloos, Grimsby, South Humberside; F. A. Walters, Corfe Mullen, Dorset; M. H. Williams, Liskeard, Cornwall; R. Bull, Shrewsbury, Shropshire.

The draw for the RNLI's twenty-seventh national lottery will be made at Poole on Wednesday October 31.

Letters...

Ex-lifeboat

A photograph appeared in the spring 1984 issue of *THE LIFEBOAT* of Hartlepool lifeboat towing in three fishing boats, one of which was *Sea Spell*. I believe *Sea Spell*, formerly known as *Ladybird*, to be an ex-RNLI lifeboat.

Before the early 1980s I often saw *Ladybird* in the dock at Hartlepool, where she has been a resident since about 1950. She appears to have been a single-screw self-righter, c 1925, about 38ft long. Over the past 12 years I have made numerous lengthy searches to try to find the identity of this boat, but have drawn a blank. I should be most grateful to hear from anyone who has knowledge of *Sea Spell* or *Ladybird*.—TIM KIRTON, *Lifeboat Enthusiasts' Society member No. 426, Stepping Stone, 20 Hall Royd Walk, Silkstone Common, Nr Barnsley, South Yorkshire S75 4QA.*

Teamwork

Having been a West Ham United supporter for over 20 years I was intrigued and pleased to find that there is a special link between my favourite football team and my favourite charity, the RNLI!

Between 1878 and 1938, the Institution's national storeyard for its reserve fleet of lifeboat spares and supplies was situated beside Limehouse Cut, at 27 Broomfield Street, Poplar. Besides this link between the lifeboat service and East London, for more than 12 years, from 1899, the Thames Ironworks Shipbuilding and Engineering Company of Canning Town supplied most of the lifeboats required by the service. By 1909, Thames Ironworks had built (or were building) between 160 and 170 boats, sometimes 20 at a time. By 1912 the programme of mechanization of the lifeboat fleet (hitherto powered by sail and oar) was well under way. However, the bad news for the RNLI was that from December 31 of that year the Thames Ironworks yard was to close so that it would have to look elsewhere for a builder for its lifeboats. As Oliver Warner wrote in his history of the RNLI, *The Lifeboat Service*,

'This was a serious setback, for the Thames workpeople had answered every call made upon them with skill and enthusiasm but the firm had over-extended itself in big ship construction with resulting heavy loss.'

The connection between the RNLI and West Ham United is, of course, the fact that before adopting its present name, West Ham United was known as Thames Ironworks FC. Who knows, some of the original players may have actually had a hand in the construction of our lifeboats!—ROBIN SHARP, *area organiser (North London).*

Captain Richard Toutcher

We are compiling information in order to write a biography of the Norwegian-born merchant seaman Captain Richard Toutcher (1758-1841), the author of *'Considerations on the Necessity and Importance of an Asylum Port in the Bay of Dublin'*.

Dunleary, Co Dublin, was selected by Captain Toutcher for its *'depth of water and firm sandy bottom'* as the proper site for the erection of a port of refuge for all mariners in distress trading to and from the Port of Dublin, following Ireland's major shipping disaster when, on November 19, 1807, HMS *Rochdale*, the packet *Princess of Wales* and other ships were wrecked in Dublin Bay resulting in the great loss of life of several hundred men, women and children.

We have discovered that relatives of Captain Toutcher were living in Earl Street, Liverpool, in 1849. They were Charles and Richard Toutcher, only sons and heirs of the late Daniel Toutcher, proprietor of the Liverpool Arms Hotel and Tavern, 19 George's Quay, Dublin, Ireland.

In addition to being supported by the Irish and American merchant navies, Captain Toutcher was also actively involved with and supported by the shipowners and shipmasters of the following British ports: Holyhead, Liverpool, Bristol, London and the Cumberland trade. Captain Toutcher organised and paid out of his own pocket for the printing of 1,000 letters to the shipowners and shipmasters in the Cumberland trade to Dublin, of whom he said:

'The merchants, shipowners and shipmasters of Whitehaven, Workington, Maryport, Harrington and Parton are also preparing a petition to be presented to His Grace The Duke of Richmond, praying his aid and support for the erection of this much-wanted pier at Dunleary. This I am not astonished at, when I reflect how many of their relatives have been lost on the coast of our bay, the numbers of widows and fatherless children that are left, to bemoan that this pier had not long since been built, which would have saved to them what was in this life most valuable.'

Captain Toutcher organised petitions to Parliament from 1808 to 1815 which were signed by the shipowners and shipmasters trading to and from the Port of Dublin, which resulted in the passing of the necessary Act of Parliament for the

Sir, is this a record?

We have just completed Teignmouth flag week. Between 1.00 pm on Monday July 9 and 11.00 pm on Saturday July 14, Terry Trebilcock (seen helping me with the final emptying of the box) and his wife Sue, the licencees of The Ship Inn, Teignmouth, collected the grand total of £168.45 by the sale of flags. Is this a record?—DAVID SPENCER, chairman, Teignmouth branch.



construction of Dunleary Asylum Harbour. He died a declared bankrupt in Dublin on April 14, 1841, at the home of Mrs Zumach.

We wish to appeal to all people interested in maritime history and genealogical research for help in our quest to trace the records concerning Captain Toutcher, the Father of Dunleary Asylum Harbour, and the descendants of this Norwegian 'gentleman of great nautical skill and experience' who sacrificed everything he possessed to save the lives of his fellow seamen.—GEORGE A. KELLY and RICHARD J. MITCHELL, *49 Lower George's Street, Dun Laoghaire, Co Dublin, Ireland.*

Gift of long life

I am sending you a donation as I try to help every worthy cause in turn. I have given up my television set; I was not interested in the programmes shown and felt the money could be better spent. So I put money by each week when I get my pension. I am 92, and shall continue to do this as long as the Dear Lord spares me. Please accept the enclosed with my grateful thanks for such a long life.—*Letter received by Mr J. Willson of Brixham guild from Mrs F. M. Washer.*

Sir, is this a record?

Reading the letter published in the spring issue of *THE LIFEBOAT* about amounts of money collected in lifeboat boxes and asking *'Is this a record?'*, I should like to tell you of our collections from the box we keep in Anstruther lifeboathouse.

From May 16 to August 29, 1983, I, as honorary treasurer of Anstruther ladies' guild, took out £989.48. I empty the box every three or four days during the time we have the house open for the sale of souvenirs. The highest amount of £84.05 was from July 22 to July 25.

I emptied our box today, June 13, and collected £85.23. That amount has been put in from May 18, 1984.—RENIE DOIG, *Mrs, Anstruther, Fife.*

At a recent weekend event, Molesey branch had two pedestal boxes. One was unmanned and raised £14, while the other, which was manned, contained £167; it needed two people to lift it into the car.—GEOFFREY GARRICK, *regional organiser (South London).*

Lifeboat Services

from page 82

Bruce Cairns, chief of operations, expressing the Institution's appreciation to Helmsman Peter Clarke and Crew Members Stuart S. Belbin and Paul G. Fletcher, was sent to Mr R. G. Hill, West Mersea honorary secretary.

South East Division

Cargo shifted

A MAYDAY distress call was received from the small Danish coaster *Petit Folmer* at 1025 on the morning of Thursday December 8, 1983, reporting that she was taking water, listing and needed assistance; she was 2½ miles east of the Varne Lightvessel. HM Coastguard telephoned the honorary secretary of Dover lifeboat station at 1026 and Dover's 50ft Thames lifeboat *Rotary Service* slipped her moorings and set out on service at 1035; she was under the command of Coxswain/Assistant Mechanic Anthony Hawkins. A fresh breeze, force 5, was blowing from the south west and the sea was rough with a six-foot swell; visibility was two miles.

The lifeboat reached *Petit Folmer* at 1120 and a lifeboatman was put on board to liaise with the master. It was then found that she was not taking water but that her cargo of fertiliser had shifted, causing the list. The coaster was therefore escorted by *Rotary Service* to a sheltered small ship anchorage in the Downs where the lifeboatmen helped *Petit Folmer's* crew to shift the cargo back and trim the vessel. Once the coaster was back on an even keel the lifeboat escorted her round the South Goodwin Lightvessel, across the prevailing weather, and she was then able to continue her passage to Humber.

Lifeboat Services, March, April and May, 1984

Aberdeen, Aberdeenshire

Relief 52ft Arun: April 14

54ft Arun: May 8

D class inflatable: May 8

Aberdovey, Gwynedd

Atlantic 21: April 20, 24, May 13, 16 and 28

Abersoch, Gwynedd

Atlantic 21: April 20, May 6, 20 and 23

Aberystwyth, Dyfed

C class inflatable: March 22, 31 (twice),

April 6, 22, 30 (twice), May 7, 19 and 28

Aldeburgh, Suffolk

37ft 6in Rother: May 16

D class inflatable: April 30 and May 16

Alderney, Channel Islands

33ft Brede: March 1, 23, April 24, 27, May 6 and 10

Amble, Northumberland

37ft 6in Rother: April 28

Angle, Dyfed

46ft 9in Watson: April 6

Anstruther, Fife

37ft Oakley: March 24 and April 26

Appledore, North Devon

Atlantic 21: March 27, April 24, 25, 30, May 27 and 28

Arranmore, Co Donegal

Relief 52ft Barnett: March 11, 16 and 22

52ft Barnett: April 11, 16, 21 and May 9

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

Atlantic 21: March 12, April 27, 29 and

May 21

Ballycotton, Co Cork

52ft Barnett: April 3

Relief 52ft Barnett: May 11

Barmouth, Gwynedd

D class inflatable: April 15 and 22

Barrow, Cumbria

D class inflatable: April 28

Barry Dock, South Glamorgan

Relief 44ft Waveney: April 23

52ft Arun: April 29, May 6 and 12

Beaumaris, Gwynedd

46ft 9in Watson: April 17 and May 22

Relief Atlantic 21: March 28, 29, April 17,

May 2 and 11

Berwick-upon-Tweed, Northumberland

Relief Atlantic 21: April 23

Blackpool, Lancashire

Relief D class inflatable: April 7 and 21

D class inflatable: April 30 (twice) and May 1 (three times)

Borth, Dyfed

D class inflatable: May 27 and 28 (twice)

Bridlington, Humberside

37ft Oakley: May 7 (three times) and 10

Brighton, East Sussex

Atlantic 21: April 2, 15, 24, 27, May 6, 12, 24

and 28

Broughty Ferry (Dundee), Angus

52ft Arun: April 26

D class inflatable: April 10, 21 and 24

Relief D class inflatable: May 12 and 15

Buckie, Banffshire

52ft Arun: May 6

Burnham-on-Crouch, Essex

D class inflatable: April 20

Burry Port, Dyfed

D class inflatable: April 29 (twice)

Campbeltown, Argyllshire

52ft Arun: March 19

Cardigan, Dyfed

D class inflatable: April 14, 20 and May 7 (twice)

Relief D class inflatable: May 26

Clacton-on-Sea, Essex

Relief 42ft Watson: March 31

D class inflatable: March 11, 13, April 23, 24,

May 7 and 22

Clovelly, North Devon

70ft Clyde: March 21 and May 16

70ft Clyde's inflatable: April 29, May 7

(twice), 26, 27 and 31

Conwy, Gwynedd

D class inflatable: March 30, April 15 (twice) and May 28

Courtmacsherry Harbour, Co Cork

47ft Watson: April 28 and May 8

Criccieth, Gwynedd

C class inflatable: March 11, 26, April 25 and May 29

Cromer, Norfolk

48ft 6in Oakley: May 9

Donaghadee, Co Down

44ft Waveney: March 18, May 13, 18 and 27

Douglas, Isle of Man

46ft 9in Watson: March 10, April 20 and 29

Dover, Kent

50ft Thames: March 4, April 4, 11, 13, 14, 19, 26, May 9 and 28

Dunbar, East Lothian

Relief 47ft Watson: March 24 and April 26

Dunmore East, Co Waterford

Relief 44ft Waveney: April 6, 7, May 4, 22 and 29

Eastbourne, East Sussex

37ft 6in Rother: March 18 and April 9

D class inflatable: April 9, 15 (twice), 16, May 12, 15, 18 and 19

Exmouth, South Devon

33ft Brede: April 21 and 22

Relief 33ft Brede: April 29 (twice) and May 13 (twice)

D class inflatable: April 13 and 15

Relief D class inflatable: April 29, May 3, 7, 13 (twice) and 21

Eyemouth, Berwickshire

44ft Waveney: March 8 (twice), 28 and April 10

Falmouth, Cornwall

52ft Arun: March 25, April 23 and May 6

Relief 18ft 6in McLachlan: March 21, April 2, 15, 24 (twice), 26, May, 7, 8, 27 and 31

Filey, North Yorkshire

37ft Oakley: May 7 (twice)

D class inflatable: May 5

Fishguard, Dyfed

52ft Arun: March 21, April 5, 25, and May 29

Flamborough, Humberside

37ft Oakley: May 5, 7 (three times),

8 (three times), 23 and 24

Fleetwood, Lancashire

Relief D class inflatable: March 23 and May 10

Flint, Clwyd

D class inflatable: March 13, April 15 and May 20 (twice)

Galway Bay, Co Galway

52ft Barnett: March 18, 19, April 4 and 20

Girvan, Ayrshire

33ft Brede: March 30 and May 27

Great Yarmouth and Gorleston, Norfolk

44ft Waveney: April 13 and 21

Atlantic 21: March 11, April 18, 24, May 1 and 24

Hartlepool, Cleveland

44ft Waveney: May 19

Atlantic 21: April 21 and May 31

Harwich, Essex

44ft Waveney: March 22 and May 9

Atlantic 21: March 2 and 18

Hastings, East Sussex

37ft Oakley: March 23, April 9 and 25

Relief D class inflatable: April 4 and 9

D class inflatable: April 22, May 7, 19 and 20

Hayling Island, Hampshire

Atlantic 21: March 17, April 1, 8, May 5 and 6 (three times)

Helensburgh, Dunbartonshire

Atlantic 21: March 4, 25, 31 (four times),

April 15, May 13 and 22

Holyhead, Gwynedd

Relief 52ft Arun: May 1 and 6

Horton and Port Eynon, West Glamorgan

D class inflatable: April 10, 15, May 10, 27 (twice) and 28

Howth, Co Dublin

47ft Watson: April 15

D class inflatable: March 24, April 15 and May 4

Hoylake, Merseyside

37ft 6in Rother: April 28

Humber, Humberside

Relief 52ft Arun: March 8, 21, April 9, 16, 22, 23, 28, May 4, 9, 10, 12, 18, 22, 24, 30 and 31 (twice)

Hunstanton, Norfolk

Atlantic 21: April 22, 25 and May 13 (twice)

Ilfracombe, North Devon

37ft Oakley: April 29

Islay, Argyllshire

50ft Thames: April 24

Kinghorn, Fife

D class inflatable: April 20 and May 16

Kippford, Kirkcudbrightshire

D class inflatable: May 1

Largs, Ayrshire

Atlantic 21: March 25, April 15, 20, 28 (twice) and May 24

Lerwick, Shetland

52ft Arun: March 13, 16, April 14, 16 and 27

Atlantic 21: April 23 (twice), 28, May 6 (three times) and 7 (three times)

Littlestone-on-Sea, Kent

Atlantic 21: April 23 (three times), 27 (twice), May 14 and 31

The Lizard-Cadgwith, Cornwall

52ft Barnett: April 8

Llandudno (Orme's Head), Gwynedd

37ft Oakley: April 26
D class inflatable: April 7, 15, 22, May 6, 7 and 24

Longhope, Orkney

48ft 6in Solent: March 3

Lowestoft, Suffolk

47ft Watson: May 14 and 21

Lyme Regis, Dorset

Atlantic 21: April 22

Lymington, Hampshire

Atlantic 21: March 15, 18 and April 8

Margate, Kent

37ft 6in Rother: May 11, 28 and 29
D class inflatable: March 18, April 5, 7, 18 and May 29

Minehead, Somerset

D class inflatable: April 20

Moelfre, Gwynedd

37ft 6in Rother: April 20, May 20 and 22
D class inflatable: April 22, 23 (twice), May 24 and 26

Morecambe, Lancashire

Relief D class inflatable: April 9 and 22

Mudford, Dorset

C class inflatable: April 8, 25, 27, May 5, 11 and 18 (twice)

The Mumbles, West Glamorgan

Relief D class inflatable: April 26 (twice) and May 13 (twice)

Newbiggin, Northumberland

Atlantic 21: March 22, April 5, 18, 22 (twice) and May 14

New Brighton, Merseyside

Atlantic 21: March 22, 30, April 13, 14, 16, 24, May 12 and 22

Newcastle, Co Down

37ft Oakley: March 23

Newhaven, East Sussex

Relief 44ft Waveney: March 6
44ft Waveney: May 11 and 26

Newquay, Cornwall

C class inflatable: March 18, April 15, 22, 25 (twice) and 26

New Quay, Dyfed

Relief 37ft Oakley: May 28
D class inflatable: May 10

Oban, Argyllshire

33ft Breda: April 1, 5, 22, May 27, 30 and 31 (twice)

Padstow, Cornwall

Relief 46ft 9in Watson: May 31

Peel, Isle of Man

Relief Atlantic 21: March 8 and April 28

Penarth, South Glamorgan

D class inflatable: April 1, May 3 and 11

Penlee, Cornwall

52ft Arun: March 23 and 26

Peterhead, Aberdeenshire

48ft 6in Solent: April 25 (twice)

Plymouth, South Devon

44ft Waveney: March 4, April 2, 8, 22 (twice), May 11, 23 and 29 (twice)

Poole, Dorset

33ft Breda: March 11, 16, April 25, 27, 29 (twice) and May 6 (twice)

Dell Quay Dory: March 16, 24, 25, April 7, 8, 15, 18, 22, 23, 29 and May 13 (twice)

Portaferry, Co Down

C class inflatable: March 11 (twice), 18, April 17, 23 and May 24

Porthdinllaen, Gwynedd

Relief 46ft 9in Watson: April 14, 22, May 15 and 29

Port Isaac, Cornwall

D class inflatable: April 21 and May 7

Portpatrick, Wigtownshire

47ft Watson: March 18

Portrush, Co Antrim

52ft Arun: March 25, May 2 and 31

Portsmouth (Langstone Harbour), Hampshire

D class inflatable: March 25, April 29, May 6 and 7 (twice)

Atlantic 21: April 29 (twice) and May 6 (twice)

Port St Mary, Isle of Man

54ft Arun: April 20, May 10 and 22

Pwllheli, Gwynedd

D class inflatable: May 6

Queensferry, West Lothian

Atlantic 21: March 9, April 18 and May 3

Redcar, Cleveland

37ft Oakley: March 22

Relief D class inflatable: April 18 (twice)

Rosslare Harbour, Co Wexford

48ft 6in Solent: March 9

52ft Arun: May 25

Rye Harbour, East Sussex

D class inflatable: April 22, 23, 29, May 6 and 11

St Agnes, Cornwall

D class inflatable: May 29

St Catherine, Channel Islands

C class inflatable: April 16, May 12 and 23 (three times)

St Helier, Channel Islands

Relief 44ft Waveney: March 28 (twice), 29 and May 4

44ft Waveney: May 14

St Ives, Cornwall

Relief 37ft Oakley: April 2

37ft Oakley: May 2 and 24

D class inflatable: April 22, 23 and May 31

St Mary's, Isles of Scilly

52ft Arun: May 6 and 22

St Peter Port, Channels Islands

52ft Arun: March 1 and May 28

Salcombe, South Devon

Relief 52ft Barnett: May 21

Scarborough, North Yorkshire

37ft Oakley: March 31, May 6, 7 and 25

D class inflatable: April 1, 18, 20, May 6 (twice), 7 and 13

Selsey, West Sussex

47ft Tyne: March 22, 31, May 27 and 30

D class inflatable: May 12 and 27

Sheerness, Kent

44ft Waveney: April 15 (twice), 20, 21, 26, May 11, 13 and 20

D class inflatable: April 13, 15 (twice), 18, May 5 (twice), 13 (twice), 16, 20 and 26

Sheringham, Norfolk

37ft Oakley: May 11 and 24

Shoreham Harbour, West Sussex

37ft 6in Rother: April 24

D class inflatable: April 22, 23 (five times), 28, 29 and May 6

Skegness, Lincolnshire

D class inflatable: April 21

Skerries, Co Dublin

D class inflatable: April 16, 20, 29, May 3, 5 and 26

Southend-on-Sea, Essex

Atlantic 21: March 3, 20, 25, April 7 and 25

D class inflatable: March 17, 25, April 1 (three times), 24 and May 12

Southwold, Suffolk

Atlantic 21: April 9 and May 30 (twice)

Staithe and Runswick, North Yorkshire

Atlantic 21: March 1 (twice) and 22 (twice)

Stornoway (Lewis), Ross-shire

52ft Arun: April 25 and May 31

Stromness, Orkney

52ft Barnett: April 26

Sunderland, Tyne and Wear

47ft Watson: March 23 and May 7 (twice)

D class inflatable: April 10 and May 27

Swanage, Dorset

37ft 6in Rother: March 4, 25 (twice), April 14, 19, 22, 23 and May 5 (twice)

Tenby, Dyfed

46ft 9in Watson: May 13

D class inflatable: April 18, May 13 and 19

Thurso, Caithness

48ft 6in Solent: March 3 (twice), 5, 28 and 29

Tighnabruach, Argyllshire

D class inflatable: May 18

Torbay, South Devon

Relief 52ft Arun: March 31, April 21, 23 (twice), May 13 and 26

18ft 6in McLachlan: April 30

Tramore, Co Waterford

D class inflatable: March 25

Trearddur Bay, Gwynedd

D class inflatable: May 6

Troon, Ayrshire

44ft Waveney: March 25, 30, April 4 and May 26

Tynemouth, Tyne and Wear

52ft Arun: March 24 and May 22

D class inflatable: March 10 and April 2

Valentia, Co Kerry

52ft Arun: May 3

Walmer, Kent

37ft 6in Rother: March 19 and April 21

D class inflatable: April 21

Walton and Frinton, Essex

48ft 6in Solent: March 5, April 7, May 1, 9, 15, 27 and 31

West Mersea, Essex

Atlantic 21: March 24, 31 (four times), April 1, 19, 21, 23, 27, 28 (twice), 29, May 6 and 11

Weston-super-Mare, Avon

Atlantic 21: April 20, 22 and May 12 (three times)

D class inflatable: April 22, May 7 and 12

Weymouth, Dorset

54ft Arun: March 2, April 26, May 14 and 30 (twice)

Whitby, North Yorkshire

44ft Waveney: March 9, 12, April 6, May 4 and 26

D class inflatable: April 14, 15 (twice) and 20

Whitstable, Kent

Atlantic 21: March 7, 12, 30, April 23 and 24

Withernsea, Humberside

D class inflatable: May 14

Yarmouth, Isle of Wight

52ft Arun: March 21, April 8, 10, 29 (twice), May 7 and 29 (twice)

Youghal, Co Cork

Atlantic 21: April 15

SERVICES AND LIVES RESCUED BY THE RNLI'S LIFEBOATS

January 1, 1984, to July 31, 1984: Services 1,413; lives rescued 476

THE STATION FLEET

(as at 31/7/84)

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

LIVES RESCUED 110,909

from the Institution's foundation in 1824 to 31/7/84, including shoreboat services



OPEN DAYS

Poole HQ and Depot
JULY 19 TO 21

FOR THREE DAYS IN JULY, the Poole head office and depot buildings opened their doors wide to show RNLI supporters and the public at large exactly how the lifeboat service is run. This was the second time open days have been organised and, just as on the first occasion, people descended in coachloads and carloads to take up the invitation to examine the lifeboat service at close quarters.

Visitors came from far and wide to be guided round the operational, appeals and design offices, to gaze at the fund-raising stores, to see the depot with its

workshop and lifeboat spare parts and to witness the lifeboat demonstrations on the depot quay. There was the launch and recovery of an Atlantic 21 lifeboat to be watched and Poole's 33ft Brede class lifeboat, *Inner Wheel*, with a Royal Navy helicopter from Lee-on-Solent gave an impressive exhibition of winching. It must be the first time that every class of lifeboat still in production for the RNLI has been on public display

During Poole Open Days, Peter Glen (r), cruise director of Fred Olson Travel, presented a cheque for £3,000 to Vice-Admiral Sir Peter Compston, a deputy chairman of the Institution; with them is Anthony Oliver, appeals secretary. The money, raised on winter cruises to the Canary Isles, will go towards the cost of an Atlantic 21, and Sir Peter was also given a gigantic bag of foreign coins donated to the RNLI by cruise passengers.



Working Together

from page 93

You have only got to touch it with a rope, or something like that, and there is no problem.

Kennett: We just give them a flick as soon as they come down. That is good enough.

Cooper: The playful winchman coming down to an inflatable lifeboat who puts a boot on your head can cause a certain amount of amusement, or, as you say, a rather healthy shock! Now, Squadron Leader, take us through the horrors of static from Sea Kings.

Whatling: When we started operating Sea Kings some years ago, we operated them in exactly the same way so far as static is concerned as a Wessex. And our crew members came back having had shock, after shock, after shock and saying, 'This is nothing like a Wessex. What's gone wrong?' We tried to find a solution, but it all came to a head when we really injured a crew member quite noticeably. The Royal Aircraft Estab-

lishment at Farnborough expended considerable effort on the problem and the RAF (though not, I think, the Navy) now puts static discharge wicks on all the blades. That has brought the shock down to that of a Wessex. So we have got round that one, I think.

Lethbridge: It is awfully hard not to help the winchman if you see him coming down, isn't it? I mean, when you are in the boat and you see a bloke is going to hit the rail or something like that, it's a hell of a job to stop yourself grabbing hold of him. Let's face it, you either get a shock or he might get injured.

Whatling: We still give our winchmen a piece of old winch wire which hooks on the winch hook and dangles about two feet below him, so that the whole lot is earthed before he touches ground—providing he hasn't had to fend off a fishing boat's mast, or something like that.

Cooper: I can assure you, from a lifeboat point of view, Sea King winchmen and wires and earthing wires are treated with the utmost respect, where-

in one place. Apart from the Atlantic 21 and Brede, there was the 52ft Arun *Hyman Winstone* on show together with the 47ft Tyne class *Sam and Joan Woods* and a 16ft D class inflatable lifeboat.

The crowds at the depot quay, presented an ideal opportunity to stage the naming ceremony of the Brede class *Foresters Future* (see report on page 86) and over the period three cheques were officially presented from Fred Olsen Travel, Salcombe station branch and the grocery chain Wavy Line.

At the end it was felt that all visitors got something out of open days. The lifeboat enthusiasts could study their favourite subject in detail; the voluntary fund raisers and supporters were able to see that head office had a human face and that money was being spent to good effect; and the general public, even a party of French students to whom the finer points of the rescue records departments might still remain a little mysterious, could appreciate that the RNLI is a far reaching and efficient rescue service.—E. W-W.

as it is not quite so bad with a Wessex.

Well, gentlemen, our time this morning is running out. What the future holds in store in terms of helicopter and lifeboat development, who can say. The RNLI intends to go on for ever and I am sure I speak for all our coxswains and crews when I say that I hope we never reach the day when we will not hear the friendly clatter of a helicopter's rotors overhead in training exercises, because I think we are all agreed that there are occasions when helicopters cannot operate when lifeboats can, and there are also occasions when the reverse is true. What is perhaps even more important, there are occasions when we neither of us could work successfully without the other. So, thank you all for coming.

Before we close our discussion and go our several ways, in recognition of all the support that the helicopters of both the Royal Naval and the Royal Air Force give us, and your ready co-operation in training, may I give you each an RNLI wall plaque which reads, 'With grateful thanks'; we hope, Commander, that you can display yours in a suitable place at Lee-on-Solent, and you, Squadron Leader, at Finningley.

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