



The Lifeboat

Journal of the Royal National Lifeboat Institution

Winter 1984/5 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., Freeport, Maidstone, ME14 1BR—Tel: 0622-671977.
(Freeport 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

RNLI2



SUPPORTING THE LIFEBOATS

£50,000

£18,000

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.



THE LIFEBOAT

Winter 1984/5

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COVER PICTURE

Survey ship Geotek Alpha ablaze off the west coast of Scotland last July. Barra Island's 48ft 6in Solent class lifeboat, Hugh William Viscount Gough, can be seen with 15 of the casualty's crew aboard. Eventually the lifeboat had to take off the remainder of Geotek Alpha's crew as the fire spread. Also standing by is the fishing vessel Daisy Christiana. A full account of this service appears on page 117. The photograph was taken by Peter Richards of RAOC photographic section, Benbecula.

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



NOTES OF THE QUARTER

THE RNLI ACCOUNTS for 1984 have yet to be completed, but they are likely to show that during the year at least £21 million has been raised. This figure reflects not only the tremendous efforts of the branches and guilds but also the high esteem in which the Institution is held, as several major gifts were received during the year. Among these were a legacy for over £1 million, a donation of £500,000 and the results of special appeals by Safeway Food Stores and the Newspaper Society.

These gifts have helped to maintain the expensive lifeboat building programme and will give a boost for the future. At present there are 11 Tyne and five Arun class lifeboats on order, at a total cost of nearly £7 million.

The requirement for 1985 is to match the record income achieved in 1984, with expenditure for this year planned to exceed £21 million. This will cover the RNLI's considerable costs which include building new lifeboats, maintaining the existing fleet, developing new designs, buying equipment and training lifeboat crews. 1984 looks like showing a record number of lives saved, and the planned expenditure on new boats in 1985 must therefore be money well spent.

Local newspaper lifeboat appeal

As part of this year's Local Newspaper Week celebrations, over 150 newsboys and girls converged on London

from all parts of the country on September 29 to deliver copies of their local and regional newspapers. Seven swapped their bikes for boats, as they delivered their papers in a brand new lifeboat and an ocean racing trimaran. The occasion was the naming ceremony of the lifeboat *Newsbuoy*, bought as a result of the Local Newspaper Week lifeboat appeal. Hundreds of local papers, newsagents and newsboys and girls joined in the fund raising and, by the end of the week, had raised a large part of the cost of the new 52ft Arun class lifeboat. A report on the naming of *Newsbuoy* appears on page 118.

AGM 1985. Governors please note

The RNLI's annual meetings for 1985 will take place on Tuesday May 21 at the South Bank, London. The governor's annual general meeting will be held in the Queen Elizabeth Hall at 11.30 am and the annual presentation of awards to lifeboatmen and honorary workers will take place **at the new time of 2.30 pm** in the Royal Festival Hall.

All governors of the RNLI should find an application form enclosed in this issue for both the morning and afternoon meetings. If, by any chance, there is no application form enclosed and you are a governor wishing to attend either meeting, please write to the Director, RNLI, West Quay Road, Poole, Dorset, BH15 1HZ, giving your requirements. To save postage, there is no need to return the form if you do not wish to attend either meeting, or to receive a copy of the annual report and accounts.

Branches and guilds will receive details about how to apply for tickets for the afternoon presentation of awards

from their regional offices in the usual way. Other supporters of the RNLI who wish to attend the presentation should write to the Director at RNLI Headquarters, Poole.

Storm Force

A new RNLI junior membership scheme, *Storm Force*, was launched in January. The aim of the scheme is to interest children in the work of the RNLI. The annual subscription is £3 and *Storm Force* is open to everybody under 16. Members receive a *Storm Force* pack with stickers, a badge, poster and a special certificate printed by computer. They will also receive three newsletters a year.

Details of *Storm Force* are given on page 134.

Silk Cut nautical awards

The recognition and encouragement of excellence is perhaps the best way of summing up the aims of the Silk Cut nautical awards 1983/84, announced at a luncheon at the Savoy Hotel on November 20 and presented by the Minister of Sport, Mr. Neil Macfarlane, MP. The awards were made for seamanship, rescue, design, club service and yacht racing and the winners were selected from a very broad field by a distinguished panel of judges, chaired by Chay Blyth and including Lt Alan Tate, RNLI staff officer operations (2).

The final winners in each section were chosen with great difficulty from short lists of strong contenders. In two sections short listed nominations included two RNLI lifeboats. Among the six nominations for rescue were Selsey D class lifeboat, for the service to the motor cruiser *Joan Maureen* off Selsey

Bill on October 5, 1983, and Filey lifeboat for the service to the coaster *Rito* off Filey Brigg on December 20, 1983. The final winner in this section was the crew of D-Flight 22 Squadron, RAF Leconfield, for the helicopter rescue of the crew of a trawler off the Scarborough coast last January; there was also a special award for Anthony Taylor who, while walking on Mablethorpe Beach in that same January, saw a teenage boy in trouble, his boat capsized, and went into the very rough, icy seas to bring him ashore.

Among the three nominations for seamanship were St Helier lifeboat, for the service to the yacht *Cythara* among rocks in St Clements Bay, Jersey, on September 3, 1983, and Selsey lifeboat for the service to the yacht *Enchantress of Hamble*, once again off Selsey Bill, on September 9, 1983. The final winner was St Helier lifeboat and awards were presented to each member of the crew: Coxswain Michael Berry, Crew Member David Aubert, acting second coxswain, Emergency Mechanic Patrick Attenborough, acting motor mechanic, Emergency Mechanic David Mills and Crew Members William Hibbs and John Gray.

The St Helier service to *Cythara* and the Selsey service to *Enchantress of Hamble* are described by Coxswain Michael Berry and Coxswain Michael Grant, respectively, in the discussion on page 119.

Man of the year and unsung hero

Arthur Hill, the Largs lifeboatman (pictured on the cover of the summer 1984 journal) who rescued a girl by



The United States Ambassador in London, Charles H. Price II (l), hosted a reception on October 2 to celebrate the 160th anniversary of the RNLI. HRH Princess Alexandra, accompanied by her husband, the Honourable Angus Ogilvie, was the guest of honour at the reception which was held in Winfield House, the Ambassador's official residence in Regent's Park. Rear Admiral W. J. Graham, director, and Mrs Graham can be seen in the background. The Ambassador paid tribute to the work of the American British Lifeboat Appeal Committee, AFRAS, and the American branch and said, 'I have been very pleased to continue the tradition established by my predecessors of serving as president of the American branch and to encourage their endeavours to provide a further lifeboat for the RNLI.'

photograph by courtesy of Desmond O'Neill

diving under the hull of an upturned motor cruiser in July 1983 was voted a *Man of the Year* and attended the annual luncheon at the Savoy Hotel, London in November.

Michael Leneghan, coxswain of Newcastle lifeboat, Co Down—coincidentally, his lifeboat was featured on the autumn 1984 cover—has been presented by Princess Alexandra with one of the six awards accorded by the Celebrities Guild of Great Britain for Unsung Heroes. He has been a lifeboatman for 38 years, becoming coxswain in 1961. He has been involved in 120 services, saving 73 lives during that time.

On Station

The following lifeboats have taken up station or relief fleet duties:

Stromness, Orkney: 52ft Arun class lifeboat ON 1099 (52-29), *The Joseph Rothwell Sykes and Hilda M.*, October 15, 1984.

Relief: 52ft Arun class lifeboat ON 1103 (52-31), *Newsbuoy*, October 23, 1984.

Station closed

Stonehaven lifeboat station, Kincardineshire, has closed following the withdrawal of its 15ft 6in D class lifeboat at the end of the 1984 summer season on October 31. Little operational activity by the lifeboat in recent years is the reason for the closure. The station was taken over by the RNLI in 1867, closed in 1934 and re-opened in 1967 with an inflatable lifeboat. Since 1867 lifeboats from Stonehaven have launched 95 times, saving 70 lives.

Blue Peter Lifesaver Appeal

BBC television's Blue Peter launched a dual appeal in November. One aim was to replace the four Blue Peter lifeboats (Atlantic 21s at Littlehampton and Beaumaris, 15ft 6in D class lifeboats at North Berwick and St Agnes), the other to provide irrigation equipment and seeds for the famine stricken

areas of Ethiopia. Viewers wishing to help the lifeboat appeal were asked to send in old postcards and interesting buttons with a target of 800,000 envelopes full of either commodity. These have been transported free of charge by Roadline from the main collection depot in Banbury to Poole head office where detailed sorting has taken place. The response has been remarkable with an average of more than 5,000 envelopes arriving every day in the first three weeks of the appeal.

Liverpool Cathedral service

Rear Admiral W. J. Graham, director of the RNLI, attended a service in Liverpool's Church of England Cathedral on October 7 to mark the 160th anniversary of the Institution and read the lesson. The service was one of several held throughout the country in connection with the anniversary.

D class development

Following extensive trials at RNLI Cowes base and on the coast, a new version of the D class inflatable lifeboat is to go into production. Ten of these lifeboats have been ordered from Avon Inflatables Ltd and after they have been fitted out at Cowes will, in the course of this year, be sent to replace some of the older D class lifeboats at stations round the coast. Powered by a 40hp outboard engine, to reach a maximum speed of 22 knots, the 16ft 3in Avon D class lifeboat is nine inches longer and two inches wider than her predecessors. Her twoply Terylene bottom has been given a deeper vee keel forward, a longer forefoot and a flat bottom at the transom, with no gull's wing effect. This means there is less slamming in rough weather and better directional manoeuvrability, ahead and astern; propeller cavitation is reduced and the overall result is a much softer ride.

Other refinements that the RNLI has developed over the past 20 years have also been incorporated into the new

The scene at Albion Breakwater, Walton-on-the-Naze last June when the centenary re-dedication of Walton and Frinton lifeboat station took place. The Lord Lieutenant of Essex, Admiral Lewis was present, together with the Lord and Lady Mayoress of Birmingham, Councillor and Mrs Hales, whose city raised the money for the station's 48ft 6in Solent class lifeboat.





Seven lifeboatmen from Newhaven, Sheerness and Portsmouth, attended the Annual National Service for Seafarers in St Paul's Cathedral on October 17. Coxswain/Mechanic Leonard Patten of Newhaven lifeboat, was the RNLI colour bearer, escorted by Crew Members Jack Shinn (l) and Lawrence Deakin (r). It is the first time the official colour has been used since it was presented to the Institution at the annual presentation of awards in the Royal Festival Hall last May, in the presence of HM The Queen Mother. The silk colour was the gift of the Clothworker's Foundation and was made by the Royal School of Needlework. Crew Members Stephen Alexander and Melvin Salisbury of Portsmouth, and Malcolm Keen and Colin Washford of Sheerness made up the colour party.



The first ever child of two ex-lifeboat crew members: Andrew James Louis Mitchell with his parents, David and Marjorie, on the day of his christening which was held, naturally enough, aboard Aberdeen's 54ft Arun class lifeboat BP Forties. Marjorie, daughter of Aberdeen branch chairman Rodney Addison, became Scotland's first girl crew member aboard the station's inflatable lifeboat in 1975. She met David on board BP Forties when he was serving as a member of the crew.

photograph by courtesy of
Aberdeen Journal



David Mitchell, MP, Parliamentary Under Secretary for the Department of Transport, was particularly keen to look over RNLI headquarters when he paid a brief visit to Poole in October. In an hour and a half he toured head office and the depot, gathering valuable information and showing particular interest in the ways that HM Coastguard and the RNLI work together during a rescue. He is seen here disembarking from a Tyne class lifeboat moored at the depot quay—with plenty to read on his journey home.

design to improve performance and reliability. These include a one-piece hinged plywood floor and separate bow board, trouser drains for rapid draining, special radio stowage in the bow which is sponge lined to absorb shocks, an anchor and anchor warp stowage box and an inflatable double skinned keel.

Lifeboat sold to Uruguay

The RNLI has close and friendly ties with the lifeboat service in Uruguay, the Asociacion Honoraria De Salvamentos Maritimos Y Fluviales (ADES) which operates the former RNLI lifeboat *Greater London* at Buceo near Montevideo. ADES recently asked to buy another lifeboat from the Institution's sale list and it has been offered the 42ft Watson class and former Arbroath lifeboat, *The Duke of Montrose*. ADES, a voluntary society, has already started a national fund raising appeal to meet the cost of the lifeboat.

Lifeboat commemorative stamp

The Post Office have announced that a series of four stamps entitled *Safety at Sea* will be issued on June 18, 1985. The four designs will depict a lifeboat, a lighthouse, a satellite and a buoy. The stamps are being issued to mark the

conference of the International Association of Lighthouse Authorities taking place in Brighton this year and also to commemorate the 200th anniversary of the patenting of Lionel Lukin's 'unimergible' converted fishing boat, the beginning of lifeboat design. More details about this set of stamps will be made available by the Post Office, nearer the date of issue.

Anniversary vellums

Berwick-upon-Tweed lifeboat station in Northumberland and The Mumbles in West Glamorgan have been awarded vellums by the Committee of Management to mark the 150th anniversary of their establishment in 1835.

Having a ball

It is not often that the chain of events following a lifeboat service directly helps a highly successful fund raising evening, but that is what happened after **Yarmouth, Isle of Wight**, lifeboat went to the aid of the yacht *Maiana*, owned by Miss Caroline Le Bas from London. After the rescue Miss Le Bas became an enthusiastic supporter of the station and when a gala evening was organised by the lifeboat crew to celebrate the station's diamond jubilee at the Savoy Country Club on October 27, Miss Le Bas had laid the foundations by obtaining many of the gifts for auction and prizes. The auction, run by Ron Miller of London Weekend Television, included a new VW Polo coupé car, and two return airline tickets to Australia. The last item to be auctioned was a crystal decanter engraved with an inscription commemorating the station's diamond jubilee: it fetched £270. Matt Monro provided the cabaret, free of charge, travelling to the Island especially for the evening. Four hundred and fifty people enjoyed an excellent dinner and dancing to the Royal Marines dance band, The Blues. One guest, on seeing the band packing up, rushed over and said 'You haven't played Sailor yet. If you do, my husband will write a cheque for £500'—the band willingly played the tune and Yarmouth branch received the cheque. At the end of a highly enjoyable and memorable evening, a phenomenal £13,000 had been raised.

All inclusive

Torbay's 18ft 6in McLachlan class lifeboat was called out at the end of last October to a 15-year-old boy, adrift and helpless on his sailboard after its fin had broken, one mile east of Paignton, off Gas Works Beach. Once safely aboard the lifeboat, the boy explained he was staying at Torbay with his parents who had won a weekend for two at the Imperial Hotel . . . in an RNLI raffle. 'It's all part of the package deal, then', Coxswain Arthur Curnow replied, as quick as a flash. Not according to the boy's mother, though, who, together with a letter of thanks to the coxswain, enclosed a generous donation to the RNLI.

LIFEBOAT SERVICES

Scotland North Division

Propeller fouled

AT 1050 on Monday June 25, 1984, Pentland Coastguard contacted Wick lifeboat station's deputy launching authority with the news that a salmon coble was in difficulties off Ackergill. At 1100 the relief 48ft 6in Solent class lifeboat, *The Royal British Legion*, on temporary duty at Wick, headed out at full speed from the harbour under the command of Coxswain/Mechanic Donald McKay. It was one and a half hours after high water, there was a north-westerly strong breeze, force 6, gusting to gale force 8, the sky was overcast and the sea was moderate.

As the lifeboat rounded Noss Head and a course was set for Ackergill, the sea became rough. Closing Ackergill, the coxswain could see a group of people standing on a cliff which gave him the position of the casualty. She was a 28ft salmon coble, about 200 yards offshore and a quarter of a mile east of Ackergill Harbour; she was among rocks and breaking seas and the sea and spray were blowing over her. The wind was now north-westerly, force 8, and the waves around the coble were

about eight feet and breaking over the shallows and rocks.

The coast east of Ackergill has rock ledges extending well out to sea. The shore area is bounded by small cliffs and at that time of year the sea is cluttered with staked salmon nets and creels. The coble had picked up a net in her propeller and the bolts to the hatch that gives access to the propellers were sheared, so it could not be cleared. Her skipper had been able to hold himself in position by picking up one of the leader lines attached to the bottom of a fishing net, used to close it.

Coxswain McKay first attempted to approach the casualty from the west. This he abandoned because of the nets and creels in the area. Taking the lifeboat back out to sea, he lay off ahead of the casualty. The lifeboat crew secured the breeches buoy to a veering line and floated it towards the casualty. But the coxswain could not get close enough to the coble and the breeches buoy was constantly washed away from her by the sea breaking and swirling around the shallows and rocks. The Speedline was not used because the lifeboat was on the casualty's head, making the aim too narrow.

Finally the coxswain approached the casualty from the east, driving the lifeboat over nets and rocks. Once, when she grounded, full astern power had to be used to drag the lifeboat off the rocks. He managed to get the lifeboat within about 70 yards of the coble and then a Speedline was fired. It landed just astern of the coble and the lifeboat was driven astern to drag the line to the casualty. The Speedline was taken in hand and the lifeboat crew passed a towline. Meanwhile, the coxswain had manoeuvred the lifeboat so that her bow was pointing out to sea and the towline was secured astern.

The coble was pulled clear of the

rocks, nets and creels and into Ackergill Harbour. Once she was secure, the lifeboat continued on to Wick where she arrived at 1245. She was refuelled, ready again for service at 1400.

For this service the bronze medal was awarded to Coxswain/Mechanic Donald McKay. Medal service certificates were presented to Second Coxswain Donald R. Harper, Assistant Mechanics Andrew D. Anderson and Donald Rosie, Emergency Mechanic James W. Begg and Crew Members John T. Bissett and Robert Sutherland.

South West Division

Dragging on to rocks

AT 1704 on Sunday September 9, 1984, the honorary secretary of Ilfracombe lifeboat station was informed by Hartland Coastguard that the yacht *Liberty* needed immediate assistance as she was dragging her anchor close in to the Rapparee Rocks, just outside the outer harbour entrance. One of the two men on board had radioed that his skipper appeared to be dead and that he himself had no experience of boats. Maroons were fired to assemble the crew and at 1716 Ilfracombe's 37ft Oakley class lifeboat, *Lloyds II*, was launched with Coxswain David Clemence in command and with an ambulanceman on board to attend to the yacht's skipper.

At the time of launch the wind was north westerly force 7, gusting to gale force 8 at times. Visibility was clear, it was an hour and a half before high water and waves, which were about ten feet high outside the inner harbour, reached 20 feet once the lifeboat was clear of the outer harbour. Full speed was maintained from the slipway to the position of the yacht, although the coxswain had frequently to alter course to avoid a series of Dan buoys marking the position of lobster keep cages.

At 1723 the lifeboat reached the yacht; she was head to wind, dragging her anchor rapidly towards Rapparee Beach, some 50 yards away. She was in only about ten feet of water and was touching bottom in the trough of each wave. Rapparee Rock was closer still, only about 20 yards away, and with sheer cliffs just beyond, and Dan buoys close to the casualty, it was impossible for the lifeboat to get alongside to put a man aboard.

The wind was still north-westerly force 7, gusting 8 at times, the sea was very rough with breaking 20 foot waves and the tide was running in from north to south at one to two knots. *Liberty* was still undamaged but was in imminent danger of being swept on to the rocks. With time and weather working against him, Coxswain Clemence decided to manoeuvre the lifeboat ahead of the casualty and, by stemming the wind, sea and tide, to place the lifeboat's stern within feet of the bow of



Eastbourne: While the station's 37ft 6in Rother class lifeboat, *Duke of Kent*, was out on exercise on the morning of Sunday September 9, 1984, a sailboarder was seen from the shore to be in difficulty and the Coastguard asked Coxswain/Mechanic Graham Cole to investigate. The sea was rough and a westerly near gale, force 7, was blowing when the lifeboat reached the sailboarder. He was very tired and cold and asked that he and his sailboard be taken aboard. The lifeboat then returned to station and the man can be seen (left) being landed on the beach.

photograph by courtesy of Thelma Connolly

Liberty; a tow rope could then be passed to tow her clear of the rocks. He would not have time to use the lifeboat's anchor. The man aboard the yacht, standing on the foredeck, was indicating that he wanted to try to swim for the shore. Coxswain Clemence told him to stay on board and to take the tow rope which was about to be passed to him. At this time a Coastguard cliff rescue team arrived on the cliffs overlooking the yacht.

The lifeboat was successfully positioned, head to wind, and hove to within ten feet of the casualty's bow. All the time the lifeboat was pitching violently as Motor Mechanic Wayland Smith made ready the tow rope at the stern of the lifeboat. Both boats were pitching heavily into the rough breaking seas when, at 1736, the tow rope was passed. Coxswain Clemence instructed *Liberty's* crew member to make fast the tow rope round the main mast. He did this, but was unable then to weigh the yacht's anchor; instead, Coxswain Clemence told him to allow the anchor cable to run out. This made it possible for the lifeboat to pull the yacht clear of the rocks.

Because the rough seas still prevented the coxswain putting a man aboard the yacht, he decided to tow her back into harbour. A bridle was rigged to the tow rope at the lifeboat's stern to make it easier to turn in the heavy seas. It took five minutes to turn the lifeboat safely and to take the tow on to a westerly course heading back towards the shelter of the harbour. A broad sweep of the bay known as The Range (where boats range at anchor) was needed to accomplish the turn. Both lifeboat and yacht had to endure violent rolling in the seas which were now beam on and, 200 yards from the outer harbour, the lifeboat twice rolled heavily to port on to her beam ends in the breaking seas. Throughout the tow a crew member was stationed at the stern with an axe, ready to part the tow rope, should it become necessary.

On reaching the relatively calm waters of the outer harbour, the anchor cable of the yacht was seen to be bar taut; two Dan buoys had fouled her anchor and had been taken in tow. The lifeboat was brought alongside and a crew member and the ambulanceman were put aboard the yacht. The lifeboat crew member sawed through the anchor cable, but even in the two minutes that this took, the weight on the cable had pulled the two boats, now lashed together, within 20 yards of the Larkstone Rock. Once the cable parted, the lifeboat was able to pull clear of the Larkstone and manoeuvre into the safety of the inner harbour where, at 1808, she and the yacht were berthed alongside the harbour wall. The ambulanceman reported that the yacht's skipper was indeed dead and his body and the survivor were landed ashore. The lifeboat was re-housed, ready again for service at 2330.

For this service the bronze medal was awarded to Coxswain David W. Clemence. Medal service certificates were presented to Second Coxswain Colin D. Thadwald, Motor Mechanic Wayland Smith, Assistant Mechanic John W. Fennell and Crew Members Andrew P. Bengay, David P. Clemence and Maurice J. Woodger.

East Division

Fishing boats wrecked

TWO GERMAN STUDENTS, walking on the cliffs near Breil Nook on Flamborough Head on the morning of Monday, May

7, 1984, smelt diesel oil and, looking into the water, saw what appeared to be the overturned hull of a boat.

The alarm was raised and at 1255 **Flamborough's** 37ft Oakley class lifeboat, *The Will and Fanny Kirby*, launched under the command of Coxswain James Major. The weather was fine and clear but a strong north-north-easterly breeze, force 6, was blowing, giving a moderate to rough sea and there was a heavy northerly swell. It was 2¾ hours after high water. Full speed was made towards the casualty's position three quarters of a mile away. On near approach the crew saw that there was little hope for any survivors in the heavy breaking seas and only pieces of debris were visible. The casualty was a local



Harwich: At 0630 on the morning of Friday June 8, 1984, Harwich's 44ft Waveney class lifeboat, John Fison, slipped her moorings to go to the aid of the 107ft schooner, *Stina*. Returning to Maldon from Amsterdam with nine people on board, the schooner had struck a submerged object, sprung a leak and was taking water faster than her pumps could empty it. An RAF helicopter landed two additional pumps aboard *Stina* and she was taken in tow by HMS *Ambuscade* which had been in the vicinity. Harwich lifeboat, under the command of Coxswain/Mechanic Peter Burwood, arrived on the scene at 0940. There was a north-north-easterly strong breeze, force 6, and the sea was rough when the tow was passed from the warship to the lifeboat. Coxswain Burwood then headed back to Harwich, making nine knots, while the pumps aboard the schooner kept the depth of water in her hull down to about ten inches. Harbour was reached at 1505 and with the help of harbour board craft, the schooner was moored safely alongside the quay. The lifeboat returned to her mooring, ready again for service at 1530, after nine hours at sea. photograph by courtesy of Dave Kindred, *East Anglian Daily Times*.

coble, *Carol Sandra*, which had four men on board, her skipper, Peter Brigham, being a member of Flamborough lifeboat crew.

At 1335 **Bridlington** lifeboat station was informed that Flamborough lifeboat was having engine trouble and that she was continuing her search for survivors with only one engine. To assist in the search and to provide cover for Flamborough lifeboat, Bridlington's 37ft Oakley class lifeboat, *William Henry and Mary King*, launched under the command of Coxswain Fred Walkington. Half an hour later **Filey** lifeboat, the 37ft Oakley class, *Robert and Dorothy Hardcastle*, also launched to help with the search with Coxswain Frank Jenkinson at the helm.

At 1421 Bridlington lifeboat found wreckage just off Flamborough light and continued to search the area. At about 1500 her port propeller became fouled by a piece of wreckage. As nothing could be seen through the freeing scuttle, her coxswain decided, together with Flamborough lifeboat, which still could use only one engine, to go back to Bridlington to rectify the faults.

Meanwhile, Filey lifeboat continued to search, together with several local fishing craft and an RAF Wessex helicopter. The wind had backed to northerly, force 6, and there was a moderate sea with heavy ten foot swell, at times confused by deflections from the cliffs.

At 1644, while Filey lifeboat was off Breil Nook, she received a MAYDAY call from one of the fishing vessels involved in the search. It was the angling boat *Northwind III* off North Landing, about half a mile away. The lifeboat was put about and headed towards her position at full speed; *Northwind III* was then seen to capsize. It was not possible for the lifeboat to get in amongst the rocks and breaking water where the capsized fishing boat lay. Her crew moved to the forward well to prepare the anchor in case it was possible to veer down. As the lifeboat neared the casualty, the RAF helicopter was seen to be approaching with a survivor held by the winchman on the end of the winchwire.

The lifeboat's engines were stopped and as the helicopter came near, the lifeboat lifted on a heavy swell and rolled to port. Both winchman and survivor on the end of the wire disappeared beneath the water, under the port bow of the lifeboat. The helicopter lifted and sheered away to port in order to snatch the men clear, but this movement made the winchwire swing like a pendulum. As it swung back towards the lifeboat, the winchman was struck against the wheelhouse. Another attempt was made to land the two men into the forward well but on near approach the injured winchman could no longer hold on to the survivor and dropped him into the sea. Crew Member Malcolm Johnson, who was in the forward well and fastened by his safety line to the port forward safety wire,

jumped into the sea. He grabbed the survivor and pulled him to the lifeboat's side in way of the forward well, holding on to the grab ropes.

Coxswain Jenkinson then had to go slow ahead and hard astarboard to clear the broken water on to which the swell was driving him. Meanwhile, Malcolm Johnson held on to the survivor as the lifeboat pitched into the swell until the other crew members were able to haul first the survivor, then him aboard. The survivor was suffering from shock and hypothermia and Johnson himself was cold and wet. They were both put aboard the fishing vessel *Cassandra*, where there was dry clothing and a warm cabin, and were taken to Bridlington Harbour.

After he was injured, the winchman was winched back aboard the helicopter and a further survivor from *Northwind III* was picked up by lowering the strop to him as he clung to a rock. Both he and the winchman were then landed on the cliff top. Two more survivors who had been in an air pocket in the boat's accommodation were later helped ashore by a Coastguard officer as the capsized boat grounded on the rocks.

Filey lifeboat continued to search for further survivors until darkness. She arrived back at Filey at 2245 but had to wait until 2330 for the tide to uncover the beach for recovery. She was rehoused and ready for service at 0020. Bridlington lifeboat, having cleared her propeller, had rejoined Filey lifeboat at 1705 and continued to look for survivors until it became dark and the search was called off. Flamborough lifeboat, her engine trouble repaired, also returned to the search at 1805 and when it was called off, her coxswain and several of the crew joined in a beach search over the low water period during the night.

For this service the thanks of the Institution inscribed on vellum were accorded to Crew Member Malcolm Johnson of Filey. Vellum service certificates were presented to Coxswain Frank C. Jenkinson, Second Coxswain/Mechanic Graham V. Taylor, Assistant Mechanic Lawrence Goodlad and Crew Members Colin Haddington, Kenneth J. Rennie and John P. Ward.

East Division

Capsized canoeist

ON THE AFTERNOON of Saturday June 30, 1984, Mr Nicholas Hibbert, Mr T. Thompson and Mr T. Marshall were on the slipway at Robin Hood's Bay working on a fishing boat which, like all the other local boats was hauled up on dry land because of the weather. It was overcast and clear with a north-easterly strong breeze, force 6, giving a rough, short sea which was very broken in the bay, caused by backwash from the sea wall.

At about 1530, high water, the three men watched a lone canoeist put to sea. He had no lifejacket, spraydeck or proper clothing and was soon seen to capsize and start to get swept by the tide towards the very broken water under the sea wall. It was apparent that the canoeist was now in immediate danger and the only craft available, fast enough to help, was a small 9ft 6in flat bottomed dinghy. Without hesitation the three men launched this boat and Nicholas Hibbert rowed out towards the incident.

Keeping head to sea and close to a covered but known scar of rocks to gain some protection, he continued until he was seaward of the canoeist. Then he turned and rowed towards him, getting alongside about 15 minutes after launching. He tried to get the man in the water aboard but the man would not let go of the canoe; after several attempts, the two boats had been swept into the broken water close to the sea wall. Nicholas Hibbert rowed out again towards the rock scars with the survivor clinging to the back of the dinghy until he and his canoe were clear of the worst of the broken water.

The dinghy was stopped and the canoeist taken aboard over the stern. Mr Hibbert then started to row back to the slipway; this was still dangerous as the dinghy was now sluggish with the weight of an extra man who still clung to the canoe, towing it through the water.

Close to the slipway a large wave capsized the dinghy; Nicholas Hibbert and the dinghy were washed on to the slipway and the canoeist was hauled ashore by others. In the confusion the canoeist, who, it transpired, had taken the canoe without consent, disappeared without giving his name.

For this service the thanks of the Institution inscribed on vellum were accorded to Nicholas J. Hibbert.

Ireland Division

Thirty foot fall

THE KEEPER of Old Head of Kinsale Lighthouse telephoned the honorary secretary of **Courtmacsherry Harbour** lifeboat station at 1630 on Saturday April 28, 1984, to say that a man had fallen down the cliff at Holeopen Bay West and was lying injured on the rocks. He asked for immediate lifeboat assistance. At 1647 Courtmacsherry's 47ft Watson class lifeboat, *Helen Wycherley*, with Coxswain Jeremiah O'Mahony in command, put to sea towing the station's small boarding boat. The weather was fine with a gentle south-east-by-easterly breeze, force 3, and a slight sea.

When the lifeboat arrived at the scene of the accident at 1740, Second Coxswain Daniel O'Dwyer, RNLI Boat Mechanic Mark Gannon and Crew

Member Paul Mooney, rowed ashore with first aid equipment and a Neil Robertson stretcher. They climbed 20ft up the rocks to where the man was lying. He had fallen about 30ft and had a compound fracture of the femur as well as cuts and bruises. Two of the lighthouse keepers climbed down the cliff to assist the lifeboat first aiders, who splinted and bandaged the injured man and placed him in the stretcher. Then they brought him down the cliff to the boarding boat which was rowed out to the lifeboat, some 100 yards offshore, where he was taken aboard.

As any movement was causing him pain, he was not put in the cabin but placed on the deck and covered with blankets. The coxswain asked for a doctor to meet the lifeboat at Courtmacsherry as well as the ambulance that was already on its way. At 1900 the lifeboat reached the pier at Courtmacsherry and the patient was transferred to an ambulance stretcher aboard the lifeboat, then moved to the ambulance and taken to Cork Regional Hospital. The lifeboat was refuelled and ready for service at 2030.

For this service letters of appreciation signed by the director of the RNLI, Rear Admiral W. J. Graham, were sent to Coxswain Jeremiah A. O'Mahony and his crew and to the secretary of the Commissioners of Irish Lights, thanking the lighthouse keepers for their part in the rescue.

South East Division

Two calls

HASTINGS 15ft 6in D class inflatable lifeboat, manned by Helmsman Christopher Cooper and Crew Members Steven Barrow and John K. Ronchetti, was launched at 1534 on the afternoon of Friday, July 13, 1984, after it was reported that a group of swimmers were in trouble off the harbour arm. Although the weather was fine, there was a fresh south-westerly breeze, force 5, and the sea was choppy with a five foot swell.

Some of the swimmers had managed to get themselves ashore and four of them went to the lifeboathouse for first aid. The lifeboat crew recovered two male bodies, 250 yards offshore and brought them back to the station to try to revive them, but the station's honorary medical adviser, Dr Head, who had come down to the boathouse, declared them dead. It was still not known if there was one of the group of swimmers still in the water, so the lifeboat put to sea again to search, manned by Helmsman Steven Martin and Crew Members Peter Thorpe and André Bourdon-Pierre. A helicopter also joined in the search, but at 1800 it was agreed to call it off and the lifeboat returned to station.

The swimmers had come from a visiting coach party and it was not until



Skegness: A Balcar 105 helicopter was seen to crash into the sea, five miles east south east of Skegness, on the afternoon of Tuesday July 24, 1984. At 1306 Skegness's 15ft 6in D class inflatable lifeboat launched from the beach manned by Helmsman Peter D. Green and Crew Member Kevin T. Smith; they were followed at 1331 by the station's 37ft Oakley lifeboat Charles Fred Grantham under the command of Coxswain Ken Holland. Wind was north-easterly, force 3, and visibility good; the crashed helicopter had released smoke flares and at 1325 the D class lifeboat sighted the casualty. Flotation bags were keeping it on the surface and the three men who had been aboard were clinging to the bags. They were not seriously injured but were very cold. After being taken aboard the lifeboat, they were lifted into an RAF helicopter and flown to Skegness hospital. Hunstanton's Atlantic 21 rigid inflatable lifeboat had also launched, manned by Helmsman Alan J. Clarke and Crew Members Michael Wallace and John Hawkes, and when Charles Fred Grantham arrived on the scene, the two inflatable lifeboats helped to pass a towline between the wrecked helicopter and the 37ft Oakley class lifeboat. She then towed the wreckage ashore, arriving at the beach at 1715 (above).

1915 that they had all reassembled and everyone was accounted for, with no one left in the water.

Three days later Dover coastguard reported to Hastings station honorary secretary at 1030 on Monday July 16, that the Belgian yacht, *Kotique*, had engine trouble and needed a lifeboat. As the station's 37ft Oakley class lifeboat, *Fairlight*, was being prepared to launch a further message reported that another yacht had been able to restart *Kotique's* engine. The lifeboat was stood down but by 1210 the yacht had broken down again and needed towing to Rye. It was arranged that a local fishing vessel should take her in tow but, as the fishing boat was still five miles off, it was agreed that Hastings' 15ft 6in D class lifeboat should launch with Coxswain Joe Martin aboard, who would try to restart the yacht's engine.

At 1330 the lifeboat launched, manned by Helmsman Steven Barrow, Crew Members Steven Martin and Christopher Cooper with Coxswain Joe Martin. The weather was fine with a gentle south-westerly breeze, force 3. After a long search, at 1440, the lifeboat found the yacht two miles west of Dungeness Point. Coxswain Martin and Crew Member Steven Martin boarded her and discovered that the fuel lift pump was defective. The fishing vessel, *Golden Sovereign*, then arrived and the yacht was taken in tow towards Rye Harbour.

The lifeboat escorted them while Coxswain Martin and Steven Martin stayed aboard the yacht. They were able to get the engine working long enough to help the tow through Rye Harbour mouth. After refuelling, the lifeboat returned to Hastings which was

photograph by courtesy of Ben Hardaker reached at 1745; she was rehoused, ready again for service at 1800.

For these two services, a letter signed by Cdr Bruce Cairns, chief of operations, was sent to the honorary secretary of Hastings lifeboat station, Mr A. J. Hodgson, passing on appreciation to everyone who took part in the service to the swimmers. He also thanked the crew of the D class lifeboat for the service to the yacht *Kotique*, particularly Coxswain Joe Martin and Crew Member Steven Martin for their efforts.

South East Division

Disabled catamaran

THE HONORARY SECRETARY OF Mudeford lifeboat station received a pager call from the Coastguard at 1845 on Wednesday July 11, 1984, after reports that a catamaran had overturned and was in difficulties off Chewton Bunny. There was a moderate south-westerly breeze, force 4, and the weather was fine when, at 1851, two and a half hours before high water, Mudeford's 17ft 6in C class inflatable launched. She was manned by Helmsman Paul Knight and Crew Members Paul Derham and John Rathmell.

It took the lifeboat five minutes to reach the catamaran which had been righted but blown well in towards the shore. Crew Member John Rathmell entered the water to float a towline through the surf and secure it to the catamaran. Her two occupants stayed aboard to steer while the lifeboat, with John Rathmell back on board, towed them out into deeper water. They then

decided to try to sail back to Mudeford under escort but the catamaran's steering was defective and she had to be taken in tow again. They reached Mudeford at 1948 where it was found that the catamaran's two hulls were out of parallel and one rudder had become disconnected from the tiller arm.

A letter from Cdr Bruce Cairns, chief of operations, was sent to Mudeford's honorary secretary after this rescue, passing on warm thanks to Crew Member John Rathmell for his efforts.

Ireland Division

Man clinging to mast

THE HONORARY SECRETARY of Youghal lifeboat station received a telephone call from the Gardai at 1745 on the evening of Wednesday August 1, 1984. They had been informed by a passer-by that a commercial fishing vessel which had been on passage from Knockadoon to Youghal was in difficulty and had disappeared in Youghal Bay. The lifeboat crew were assembled and at 1800 Youghal's Atlantic 21 rigid inflatable lifeboat, *Marjory Turner*, manned by Helmsman Liam Coveney and Crew Members Patrick O'Mahony and Michael Cashel, launched on service.

Out in the bay there was a moderate to fresh south-westerly breeze, force 4 to 5, visibility was fair and there was a six to seven foot swell. The lifeboat began to search for the missing boat and after only five minutes, located her. A man was clinging to the mast of the

otherwise submerged vessel; he could not swim, wore no buoyancy aid and was in a state of exhaustion. As the lifeboat crew could not persuade him to take hold of rescue lines, Helmsman Coveney had to manoeuvre close to the sunken fishing boat, at one point striking her with the starboard side of the lifeboat's hull, as he came in to take the man aboard. Having confirmed that this had been the only man aboard the fishing vessel, the helmsman returned to station where the survivor was landed at 1815 and examined by the station honorary medical adviser. The lifeboat was rehoused, ready again for service at 1915.

Scotland South Division

Mechanical failures

Arran (Lamlash) lifeboat crew were mustered on the evening of Sunday July 22, 1984, after Clyde Coastguard had been told that a speedboat was seen to be drifting towards the main channel between Hamilton Rock and Ardrossan on the mainland. At 2117 the station's 15ft 6in D class inflatable lifeboat was launched, manned by Helmsman Evan McConnell and Crew Members Angus Campbell and Daniel Lapsley.

The weather was fine with good visibility and light air from the north east. An auxiliary coastguard from Arran had gone to Altardach which was where the speedboat had first been sighted. From this point he was able to direct the lifeboat to the casualty which

was drifting towards the mainland, about six miles from Lamlash. The lifeboat reached her at 2140 and found four men and one woman on board with one of the men suffering from hypothermia. The 13ft speedboat had been drifting for some five hours after the ignition key to the engine had broken while they were returning to Saltcoats after a day on the Isle of Arran.

The speedboat was taken in tow to Lamlash which was reached at 2220. An ambulance had been called to take the man with hypothermia to hospital and the remaining four survivors were warmed at the lifeboat station where the local Red Cross had supplied clothing and blankets. The lifeboat was rehoused, ready for service at 2256.

Meanwhile, a report had reached Clyde Coastguard that another small boat, this time an open dinghy with three people on board, was being blown offshore from the mainland at Saltcoats while its occupants tried in vain to paddle ashore with pieces of wood.

At 2240 Troon's 44ft Waveney class lifeboat, *Connel Elizabeth Cargill*, with Coxswain/Mechanic Ian Johnson in command, left harbour in gathering darkness to search for the casualty. The wind by this time had backed to the north west and increased to a gentle to moderate breeze, force 3 to 4. Fishery protection vessel *Moidart* which was in the area also joined the search after receiving a PAN broadcast from the Coastguard. The lifeboat reached the area at 2302 and after 20 minutes, picked up a radar contact about a quarter of a mile ahead. It was the dinghy, its 3hp engine out of action and the two adults and ten-year-old child aboard cold, but unhurt. At 2324 the lifeboat was alongside the dinghy which was taken in tow after her occupants had been taken aboard. The lifeboat headed for Ardrossan where the survivors were landed at 2354; she then returned to Troon where, at 0105, she was refuelled and ready for service.

Scotland South Division

Blown offshore

ON THE EVENING OF Thursday July 5, 1984, Clyde Coastguard received a 999 call after a small speedboat had been seen, broken down about three quarters of a mile off Cowan Rock, near Girvan. Her crew of two men were trying to paddle her, but she was being blown out to sea by a south-easterly wind.

Girvan lifeboat station's honorary secretary was informed at 2124 and seven minutes later, after the crew had been summoned by pager, the 33ft Brede class lifeboat, *Philip Vaux*, left her mooring, with Coxswain/Mechanic Michael Storey in command. The visibility was good and a moderate breeze, force 4, was blowing. At 2152, the lifeboat located the power boat which

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Barra Island: At 0812 on Saturday July 21, 1984, Barra Island's 48ft 6in Solent class lifeboat, Hugh William Viscount Gough, was launched under the command of Coxswain/Mechanic John Macneil, following a MAYDAY from the survey ship Geotek Alpha which was on fire and in need of immediate assistance, having lost all power. The weather was good and the sea calm when the lifeboat arrived at the casualty at about 0900. The fore end of the ship was ablaze and her captain soon ordered his entire crew to abandon ship with the exception of himself, two deck officers and two engineers. The lifeboat tied alongside Geotek Alpha's boat deck and 15 men were taken aboard. The lifeboat then stood off until about midday when, the fire having spread, smoke began to fill the casualty's wheelhouse. The remaining five men aboard moved to the after deck and signalled to the lifeboat that they wished to come off. Coxswain Macneil brought the lifeboat alongside, took the men off and transferred them to a fishing vessel, Daisy Christiana, which was standing by. They decided to stay aboard the fishing vessel till evening to see if the fire would subside; meanwhile the lifeboat returned to Barra Island and is pictured here landing the remaining 15 crew members at Castletay. (The photograph on the cover shows Barra Island lifeboat at the scene of the rescue.)

photograph by courtesy of Reg Allan





NAMING OF RNLB NEWSBUOY

Saturday September 29, 1984

ON A BRIGHT, early autumn day, one of the RNLI's newest lifeboats lay afloat, bedecked and sparkling, awaiting her naming ceremony. An ordinary enough scene for those familiar with such occasions but this ceremony was different in many ways. The 52ft Arun class lifeboat, orange and blue, stood out against the immense backdrop of Tower Bridge, in the very heart of London. The unusual and beautiful setting of St Katherine Dock was crowded with enthusiastic onlookers and over 150 newsboys and girls from all over the country, who had been chosen to attend the ceremony as a reward for their part in raising money for the Local Newspaper Week lifeboat appeal. Not only were they to witness the lifeboat being named *Newsbuoy*, but they were also to be photographed with silver medallist Joe Martin, coxswain of the Hastings lifeboat, and to meet transatlantic yachtsman Peter Phillips who had brought two West Country newspaper deliverers to the ceremony aboard his trimaran *Travacrest Seaway*. Tim Batstone, the

first man to windsurf around Britain was there and before the proceedings began, the children were royally entertained by comedian Russ Abbot and the Lancashire Evening Post Band.

Since the Newspaper Society director, Dugal Nisbet-Smith, launched the appeal in May by handing a cheque for £100 to Rear Admiral W. J. Graham, director of the Institution, aboard Weymouth lifeboat, publishers of local and regional newspapers throughout Britain, newspapers' staff, newsagents, advertisers and newsboys and girls combined their efforts to raise a substantial part of the cost of the new lifeboat.

With this background of enthusiasm and keen interest, the ceremony was a warm-hearted occasion. Mr T. D. Morris, president of The Newspaper Society, handed over the lifeboat to Vice-Admiral Sir Peter Compston, a deputy chairman of the RNLI, who thanked all those who had worked so hard to make the appeal a success. He then accepted the new lifeboat into the Institution's relief fleet. Mr Dugal Nis-



Newsbuoy off Tower Bridge

bet-Smith thanked the National Federation of Retail Newsagents and the Confectioner Tobacconist Newsagent Multiple Group for their valuable support.

The service of dedication which followed was conducted by Prebendary Dewi Morgan, Rector of St Bride's Church, Fleet Street and Monsignor George Leonard, Co-ordinator of Media Services for the Bishops' Conference of England and Wales.

The Duke of Atholl, chairman of the RNLI Committee of Management (and chairman of the Westminster Press newspaper group) named the lifeboat *Newsbuoy*, pressed the magic button and the champagne bottle broke over the bow of the lifeboat. *Newsbuoy* cast off for a short move back to her mooring, accompanied by loud cheers from the assembled company.—G.P.

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:

Barra Island

Coxswain/Mechanic J. A. Macneil

Campbeltown

Second Coxswain R. Scally
Assistant Mechanic S. B. Brodie
Shore Helper C. McNaughton

Clacton-on-Sea

Assistant Winchman B. P. Drane

Cromer

Crew Member H. T. Davies

Crew Member D. G. Gaff

Crew Member R. V. Jonas

Crew Member J. M. Lee

Crew Member E. March

Shore Helper F. Balls

Shore Helper E. Luckin

Dunbar

Emergency Mechanic R. Brunton

Crew Member W. Brunton

Dungeness

Coxswain W. T. Richardson

Hoylake

Motor Mechanic J. W. Kernighan

Llandudno

Coxswain M. Davies

Head Launcher G. D. Jones

Lowestoft

Crew Member W. J. Keith

Montrose

Crew Member D. S. Nicoll

Ramsgate

Coxswain/Mechanic R. N. Cannon

Crew Member R. Blay

Crew Member W. A. Blay

Crew Member E. Stanford

Crew Member N. Stephens

Redcar

Shore Helper D. Phillipson

Rhyl

Crew Member S. Drummond

Walton and Frinton

Crew Member B. Ward

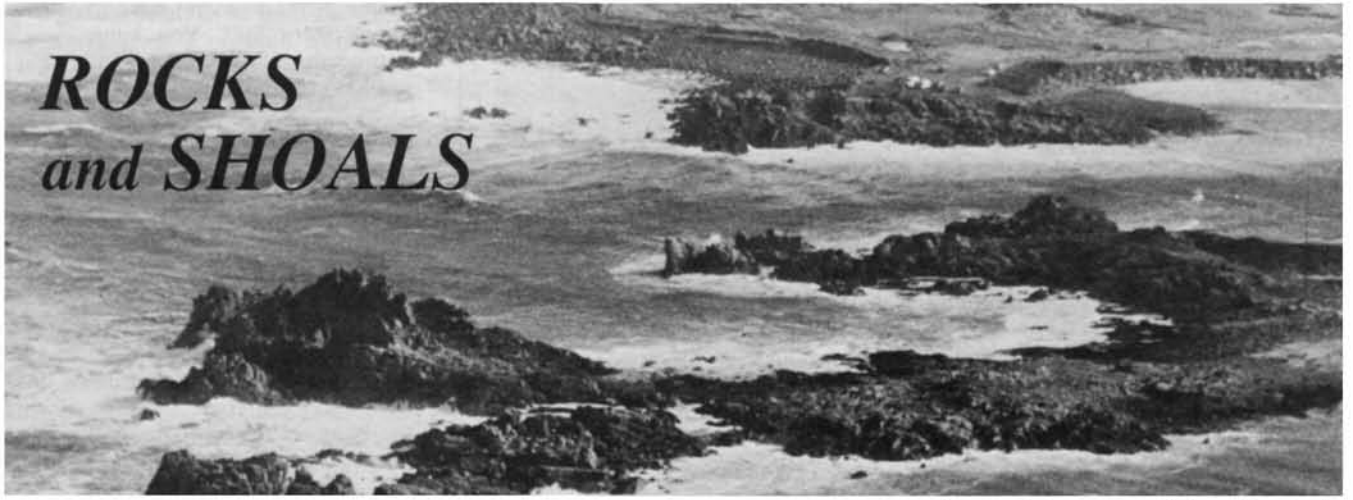
Whitstable

Crew Member M. Gambrill

Shore Helper D. A. Lamberton

Shore Helper D. Ward

ROCKS and SHOALS



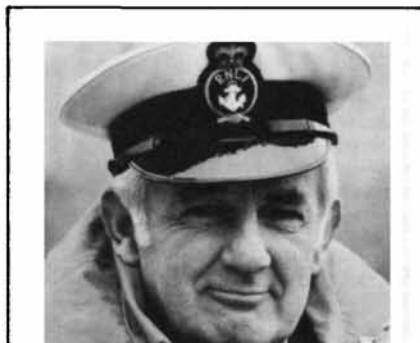
Four very experienced coxswains were in London last May to be awarded medals for bravery. For all of them, Michael Berry of Jersey, Michael Scales of Guernsey, Michael Grant of Selsey and Thomas Cocking of St Ives, it was at least their second medal. While in London, they met Lt-Cdr Roy Portchmouth, staff inspector of lifeboats in charge of operational developments, trials and sea training, to talk about their award-winning rescues, all of which took place at night in extreme weather to casualties in very shallow water.

Lt-Cdr Roy Portchmouth, Staff Inspector/Operational Developments, Trials and Sea Training: Gentlemen, our intention is to have a free and easy discussion about the particular lifeboat services and experiences which brought you the RNLI's grateful recognition this year. I hope that we can bring to light various aspects which may be of interest and value, whether to the RNLI when we are considering the operational development of new lifeboats, or to yourselves as you operate them, or to the owners and skippers of vessels who may need your help some day. Mike Berry, could you start things off by just giving us a run-down of your service?

Coxswain Michael Berry, St Helier, Jersey: Well, where we went is not the best place to go in daylight and high water, especially on a falling tide. But on this occasion it was pitch dark, and you were chasing something that was going in faster than you would like to go yourself; you are just waiting to be picked up on a rock. As it happens we were fortunate that we caught up on the casualty and there was no thought of careful timing. It was a case of snatching them off and getting out of it. Unfortunately just after we did get them off, they'd got so far in that we grounded. We managed to get clear and about ten minutes later I found myself much further to the east than anticipated. Then we struck a second time, and this was quite severe. After getting clear of that I didn't think the boat could take much more. I don't think a Waveney boat has ever experienced coming down on the rocks like that, especially twice. I tried to find water to anchor, and although I had 35 feet, by the time the anchor was out and held, I had shouts

from my crew of rocks all round, so there was no question but to cut the anchor and try to find our way out amongst the rocks. As it happens, we just managed it. I had enough of a picture to start with on the radar to see a gap to come out of. And then we picked up two bearing lights which I knew, and which meant there was clear water. That was all we had to go on.

Portchmouth: So in your service the anchor was a very useful piece of equipment, even though you didn't use it actually to veer down, you used it to hold yourself in a reasonable position until you could ascertain where you were?



Coxswain Michael Berry, St Helier

On September 3, 1983, Coxswain Berry took his lifeboat, the 44ft Waveney class lifeboat *Thomas James King*, three miles in among rocks to rescue three people from the yacht *Cythara* in a force 9 strong west-south-westerly gale, pitch darkness, driving rain and 20-foot waves. The lifeboat twice struck rocks before the coxswain was able to find a way back out to the open sea after the rescue. Coxswain Berry received a bar to his silver medal for this service.

photograph by courtesy of Press Association

Berry: Well, we didn't actually ascertain where we were. Put it this way: I tried to hold the boat. I would have waited on the anchor for daylight but unfortunately when it did hold we were in a worse situation than I wanted to be, so it was a case of cutting and getting out; although I would still, if it warranted it, use an anchor to veer down.

Portchmouth: Have you ever done that?

Berry: Yes, we have done it, for a yacht on the Dogs Nest Rocks, where we had several rocks between the yacht and ourselves. We veered the lifeboat down, then the boarding boat, and then the dinghy to facilitate getting the yacht away.

Portchmouth: So the ultimate veering down was by the dinghy. Was there anything particular about the yacht *Cythara* that is worthy of note?

Berry: Apparently they'd blown their canvas out; they'd come from the French coast and they'd tried to get in from one port to another. The weather had broken on them, they couldn't get in to the port they wanted to get into. The next thing, all their canvas blew away and they were twelve hours adrift, so by the time we got to them they hadn't a clue to where they were. Obviously they were getting tired and cold and wet; and weren't very much use to themselves.

Portchmouth: It's often the case. Had they sent out their distress call in good time?

Berry: No, because they'd crossed the Demie de Pas light tower; there again, they didn't know where they were. They'd crossed the lighthouse and they were, well, what we call 'up the gutters' there. They were well on their way up before they started setting off flares. Consequently, by the time we launched and got to the area, they'd travelled several miles further in amongst the rocks. They had no radio. I don't think they even had a liferaft.

Portsmouth: Now, can we pass on to you, Michael Scales, to give us your account?

Coxswain Michael Scales, St Peter Port, Guernsey: Well on this particular service we were called out to *Wild Rocket*, which was a 60 foot, transatlantic, steel yacht. She was rammed up. She'd been aground for a period of time up in a gully; she had an experienced skipper on board as well who had sailed around the world. We believe he'd been relying on his automatic pilot, gone down and made a cup of coffee and the automatic pilot had failed in an area which isn't too bad for offshore rocks. But the rudder had locked hard over and she went full speed up a gully. They then tried to get the boat off themselves before summoning help. So, by the time we got there she was well high and dry.

The problem was actually to effect a rescue. I had to make a decision either to take the people off, or to try to get the boat out and the people with it. The main thing was to get the people, but we couldn't get them to leave the boat. They were probably better off on the boat at that particular time as they were high and dry, but the tide was going to rise, and we didn't know if she was holed. If she was, the boat would have sunk and then we might have had people in the water. I thought about anchoring; the sea had just started to moderate and the wind had died down a little. The problem for me, as she was in amongst rocks, in a gully, was to get into a position to veer down on him without putting the lifeboat in danger. He was up around the corner in between two heads of rocks either side of him. So I couldn't manoeuvre in to a position on the anchor, and bearing in mind that I had to put a rope out, I would have broken water around the propellers.

Anyway, I decided this time it was better to keep the stern to sea, with my nose up towards the rocks. We veered down our inflatable dinghy and managed to get our second coxswain, Peter Bougourd, aboard the boat to ascertain the situation. They also took a veering line down, attached the line to the yacht and made up a towing line. We then attempted to pull her out with a towline coming from the bow of the lifeboat to the stern of the casualty. She just started to move but hooked the bottom again and the rope parted. Our second coxswain, on board the yacht, noticed that there was a rock right underneath the stern of the yacht which was jamming her.

I had the decision: do you get the people off, or do you carry on trying to tow the yacht clear? The second coxswain then informed me that there was a blind person on board which meant that it was putting him into more danger trying to get him off than towing the yacht clear. So anyway, we eventually got another rope to her and only then, after taking a different approach paral-



Coxswain Michael Scales, St Peter Port

On October 11, 1983, Coxswain Scales rescued seven people aboard the yacht *Wild Rocket* in a force 8 west-north-westerly gale. He succeeded in manoeuvring the Arun class lifeboat *Sir William Arnold* close to the yacht which was aground in a gully. Despite the darkness, rocks and breaking seas, a towline was passed and the yacht pulled clear. Coxswain Scales received the thanks of the Institution on vellum for this service. (He was in London to receive the bronze medal awarded for a service to the freighter *Radiant Med.*)

lel with the cliffs and with the tide starting to make a little bit more, did we pull her out. But we had to dodge around the rocks. Without having the anchor out it gave us a little more manoeuvrability with the lifeboat to guide the bloke out. We did this but the problem was then, because we were towing stern first, that we had to turn him around and that meant transferring the line. Inadvertently they dropped the line from the casualty and he went sailing back towards the gully, but we managed to get him before he went aground again.

We just caught them; by the time we had pulled in the towing rope he was getting very close to the gully. The dinghy had tried to tow the casualty but of course it was too heavy for her. Another problem we had, once we'd got him out, was that the rudder had jammed hard over so he was going at a different angle to us.

Portsmouth: Presumably they didn't have any kind of drogue on board. Would it have been any better, with that jammed rudder, if they had had something to keep them steadier?

Scales: With the actual force of us towing it and the size of the boat itself, I think it would have had to be a fairly substantial drogue to have done any good.

Portsmouth: I understand they were French, but probably Peter Bougourd could talk to them.

Scales: Yes, he could. But sometimes we do have a language problem.

Portsmouth: No doubt you found comfort in having your stern away from the rocks. You wouldn't have liked coming in the other way around?

Scales: No, I wouldn't have liked coming in stern first. You know, you're putting the lifeboat into danger, but I wouldn't hesitate to anchor if I had to.

Portsmouth: Have you ever had to?

Scales: Yes. Once we were doing an exercise and we were called out with the inspector on board, and we had to carry out a rescue in strong tidal conditions. The casualty was aground in one of the gullies north of Herm, and we had to anchor and veer. We actually used the dinghy as well; we veered down lines, anchored the lifeboat and then winched the boat sideways off the rocks as the tide made.

Portsmouth: At the moment we are trying to find an anchor that we can have as much faith in as you've got in the fisherman's anchor, but which will be a lot easier to handle.

Scales: I think if we used a fisherman's anchor in anger we wouldn't think about pulling it up.

Portsmouth: So you just look upon it as a sacrificial piece of equipment, for emergencies only?

Berry: If it's got you out it's done its work.

Portsmouth: I know you're familiar with the rocks around your island, just as Mike Berry is with his, but I expect this was a situation similar to Mike's. You wouldn't have known for sure where those rocks were, would you? In that particular spot you wouldn't have been absolutely confident that you were in deep water, and not in danger of touching rocks yourself?

Scales: We weren't quite as bad as Michael was, because we were up against a sheer cliff, so we were only dealing with the immediate rocks around, which we could see with the searchlights; we didn't have to worry about making a passage. The problem was actually carrying out the rescue when we got there.

Portsmouth: You make regular rounds of the island to keep yourself familiar with the rocks, don't you?

Scales: Yes. But often at night you don't know exactly where you are. You're relying on your radar. I'd just like to ask Michael Berry how many parachute flares he used on that sort of night?

Berry: We used quite a few going in, when we had a following wind, and they were ideal. We started to use them coming out, but found that they were useless. Coming out against the wind, firing them at any angle from vertical to nearly horizontal, by the time they burst, they were far behind us. We even

tried getting them fired from the shore but it was a waste of time. In no way were you able to angle them under those conditions; mind you, it was blowing. My helmet is one of those motorcycle type. I didn't have the strap done up, but as we turned to come out I could feel the helmet lifting and we were only coming out at five or six knots. It was blowing. But before the wind, going in, the flares were a marvellous help.

Also our lifeboat has a forward searchlight position, a second searchlight. It's far more effective than the one on the wheelhouse. With a man inside the forward rails—he's quite safe and handy. And he's got the intercom.

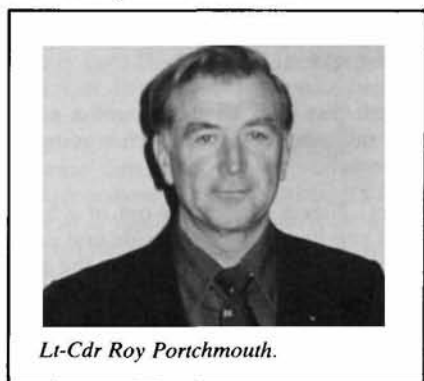
Portchmouth: You found that more use than anything did you?

Berry: More use than anything.

Portchmouth: How about you, Mike Scales. They were all at night, weren't they, these services?

Scales: Yes. We used a parachute flare originally to locate the casualty, but the police were on the cliffs with a searchlight pointed down. We illuminated the scene on arrival just to ascertain the position and what sort of rocks were about. After that we used the searchlight. We had a few complaints from the crew members on board the casualty that sometimes we were dazzling them and they couldn't see, so it was a matter of keeping the searchlight above them.

Portchmouth: What about the casualty's own conspicuousness or otherwise? Is there anything that you can think of that would have helped that? Reflective material perhaps, or something on board the yachts concerned?



Lt-Cdr Roy Portchmouth.

Coxswain Michael Grant, Selsey: I should think possibly something on the yacht which would show up, because in the dark, it's a job, until you're really close, even to tell which way round she is, if she hasn't got any lights. But if you've got something to give you some idea, something reflective like you've got on the lifebelts, that helps.

Portchmouth: Most of them carry radar reflectors don't they? I wonder how the radar reflector would be affected if it had reflective tape on it.

Berry: For us, because of the sea conditions and the number of rocks, the radar was virtually useless, in and most of the way out. And no way would it have picked up any yacht's radar reflector. Not with the rocks that were around it.

Scales: If the reflective tape is high up on the radar reflector only, and the yacht's dismasted, then you've lost that. It should be on the hull as well.

Berry: The most effective thing on *Cythara*, because it was only a small coble of a thing, was when he sent up his hand flares. He lit himself up and he lit up the rock ahead of him.

Portchmouth: They were slow burning hand flares rather than parachute flares?

Berry: The ordinary red hand flares. On many occasions, they have been the most effective. Sometimes, when flares have been sent up at a distance, we have located the casualty a long way from the first estimated position, because the flares had drifted in the wind.

Scales: What we found very effective the night we were out was the reflective tape on the lifejackets. That stood up even though the searchlight wasn't directed solely on the inflatable dinghy. The inflatable was moving out of the way, but the lifejackets were still showing up at all times as any light was picked up on them, so we could keep an eye on them.

Portchmouth: So, lifejacket manufacturers please note: it would be a good thing if all lifejackets had reflective tape on them. Now, Michael Grant, can we have your story?

Grant: Well, we do quite a bit of getting yachts off rocks, sandbanks and shingle banks around Selsey, as you know. There's not a lot of water anywhere, and we used the anchor a lot to veer down with the older style boat that we had at the time of this service, because of course you can keep going in until she bumps. Sometimes when we get a line aboard we don't really pull because with most yachts, if you really put on a lot of strain, something gives. You pull the windlass out, or a cleat. So what we usually do is take up the slack, leave everything tight and let the tide lift the yacht so she will swing round behind you like a pendulum. But with *Enchantress of Hamble*, it was a bit different because there was no chance to get an anchor over at all.

There were two yachts originally and they were racing when the weather deteriorated. They were going across the other side but they abandoned that and made for Brighton. Well, one of them kept clear in the channel, and the other one thought he could gain a bit and cut a corner. So, sailing hard, he in

fact sailed over one lot of rocks with a bump, and as soon as he bumped, of course, he took all his sail down and chucked an anchor over which moored him stern first, in a bit of a lagoon. He was over one lot of rocks and anchored before he got to the next lot.

When we launched the lifeboat we had a rough idea where he was. We knew, more or less, what lot of rocks he was on, but once we got down close to him we put up a parachute flare. At that point we could actually see that he was between the two lots of rocks, so we had to retrace our steps. It would have taken up probably another hour to come back up and then down the side; we knew a little bit of a gully where we could get through and we got through there. I spoke to the skipper of the yacht, and they were obviously not in a happy situation. But the boat was afloat and he was saying *Could we save the boat?* I thought we possibly could, but I insisted that he left her. I didn't fancy towing the yacht in those conditions with the crew on. What I wanted to do was get the crew off and then, if we towed the yacht, all well and good. If we didn't, if she became fast on the bottom again and broke away, well, it wouldn't matter, we had the crew aboard. So we went round, in fact we came up to, and had to get inside of him and come bow to bow. We took all four off, two of them, girls, weren't in too good condition. The last two tied the tow rope on, cut the anchor cable and jumped aboard the lifeboat. By the time the yacht had come round astern of us and we'd actually got under way, she was banging again, on a sandbank this time. So if she'd really stuck on this and broken the tow I wouldn't have got back in to take the crew off. I think, in all cases like this one, if possible, the crew have got to come off, and if the yacht's lost the yacht's lost.

Portchmouth: Yes, unless you've got plenty of sea room, and plenty of time to put a good tow on board and take the tow, and then it's probably better not to try taking them off.

Grant: It's sometimes a lot easier to put a tow on a yacht and just tow it than to mess about alongside doing damage getting the crew off, if you haven't got to. But in this particular rescue, they had to come off.

Portchmouth: You've had a few services now with the new Tyne class?

Grant: Yes, but nothing where she's actually banging on the bottom. I think that is going to be quite interesting, because obviously to get the speed, the Tyne's propellers are a lot bigger. So the experience is going to be worth noting when it happens.

Portchmouth: Perhaps you will have to adopt the technique that Guernsey have been using since they got their Arun.

For how long have you had the Arun, Mike?

Scales: Ten years she's been on station.

Portsmouth: I suppose during the whole of that time, you've had to change your ideas haven't you and go in head first?

Scales: That's right, yes. We had another job which was a yacht anchored in a gully. We had to make a decision either to anchor, or run in with the bow. In the event we ran in with the bow, but nearly came unstuck when we ran over his tow rope. If we had fouled the rope he would have been ashore and we would have been following him.

Portsmouth: Would you agree, Mike Berry, about the different method you use with the Waveney, compared with the old conventional protected propeller boat?

Berry: If you're talking about shoal work, you know that you can go so far and stop. But what I've been practising is going in and putting the anchor, which is a Danforth, on the end of a tow rope over the stern and running in as far as possible on that, and I've found it most effective.

Scales: Of course our anchor is slightly heavier, we've got a fisherman's anchor and there is no way that we can think about banging that one down from the after deck. If we had another anchor, perhaps aft, we could consider it.

Berry: Recovery is our problem. But I've often thought, in a hurry, especially on to a beach, it is easier to go in bow first with your rudders and propellers in deeper water. Even if you're closing on a casualty you can still have a certain manoeuvrability.

Scales: If the bow bumps first at least



Coxswain Michael Grant, Selsey

On September 9, 1983, Coxswain Grant rescued six from a grounded yacht, *Enchantress of Hamble*, in a southerly force 8 gale, darkness and large, breaking seas. The 48ft 6in Oakley class lifeboat *Charles Henry* regularly hit the bottom as she closed the casualty and at one point a large wave filled the cockpit to waist height. A successful approach was made, the crew were taken off and a line secured aboard the casualty to tow her clear. Coxswain Grant received a bar to his silver medal for this service.

you haven't damaged your propellers and you can come out.

Portsmouth: Your turning manoeuvrability is so superior to the old conventional type, even in the Tyne at Selsey isn't it?

Grant: Oh, compared with the old boat, yes.

Portsmouth: But your propellers in the Guernsey Arun and the Jersey Waveney are both totally exposed aren't they?

Berry: Totally exposed.

Portsmouth: At least you, Mike Grant, do have some protection. It will be interesting to note, in due course, how much you feel you need to change your techniques.

Grant: Now that we have got the Tyne, we've also got an inflatable dinghy which we didn't have with our old boat. We have rigged it up to take the breeches buoy block across to the casualty and ferry people across like that. The problem is, it's not a very big dinghy so you're limited by weather conditions. But it's useful.

Berry: That rock between you and the casualty, Mike, you say you had a way you could go back round it. Now you have the dinghy, although you had a rock between you, if you anchored and veered your dinghy over that reef could you have got to him? With the Tyne could you have approached it in a different manner to the way you did with the old boat?

Grant: No, probably not, because there was too much sea breaking on the rock to chance the inflatable over it. It was really get back round inside where it was smoother.

Berry: In all my time we've never fired a line in anger.

Portsmouth: Haven't you? Not even to pass a tow?

Berry: No. With the manoeuvrability of the Waveney you can virtually go in and not even use the heaving line to pass a tow.

Grant: That's good, but not when they're aground.

Berry: Not when they're aground, no. We have used the inflatable taking a tow from us. I suppose I could have fired a line ashore but it's easier for the inflatable to take the rope.

Grant: Yes, it probably would be, but we've only just acquired one so we haven't tried yet.

Portsmouth: Both your dinghies are rowing dinghies, whereas the Guernsey

one is powered, isn't it? Which makes a little difference, although I assume that under these circumstances you veer it down anyway, don't you?

Scales: Yes we veer it down. When I was deputy coxswain on board, we had an instance when we had to fire a rocket line across to a boat that was on the rocks. The casualty was in a tideway as well, with about six knots of tide running. We didn't anchor the lifeboat, and we didn't put the engine on the dinghy. We fired the rocket line and made contact with the casualty and then used the veering lines to take the people off, using the dinghy as breeches buoy with one of our crew members on board.

Portsmouth: It's difficult getting more than one crew member into the dinghy isn't it? You can just squeeze two in, but one is really getting in the way of the other chap rowing.

Berry: There's another use for an Avon dinghy as well. I know I will get shot to pieces, but several times when we've used it to put a hand aboard a yacht, it's made a damn good fender.

Portsmouth: No reason to get shot to pieces for that. That's improvisation. We'll just make a note to replace your dinghy with a fender!

Berry: With a man holding a line at either end of it, you can drop heavy on that yacht and you know that your man's going across safely without getting caught between. Because that's one point I've found with the customers we have, when you do get to them you have to put a man aboard if you're going to tow them. And he goes aboard with his first aid satchel, his knife and torch, plus his portable radio, because you have to do the lot, most often.

Portsmouth: You'd probably all agree with that wouldn't you?

Grant: Yes. We have now got a portable radio on the Tyne which is going to be useful.

Berry: Ninety-nine times out of a hundred you have to go alongside and drop a man on the yacht to secure the tow rope. And I've had four or five occasions when I've said to the crew, 'Well I'm not towing, we are going in, snatching them off and out!'

Portsmouth: You get a lot of charter people don't you?

Berry: Yes, on the other hand if you've got a good French yachtsman you've got a good seaman.

Scales: I think that one problem that's arisen from our discussion is the fact that it's very difficult to get somebody to abandon his yacht.

Portsmouth: Which is why you finish up towing, isn't it, half the time?

Scales: Because they are reluctant to leave; they think more of their yachts than their lives. You know, we are interested in their lives not their property. If only they were to understand us a little bit more on that.

Grant: I think they tend to think *'I've broken down in the car on the motorway'*, but it's not quite the same.

Portchmouth: Do you think they usually appreciate what danger they are in?

Grant: No. Many of them haven't got a clue.

Berry: I agree with that.

Portchmouth: . . . And they do not realise how different it's going to be just 100 yards further in than they are now. The difference between living and dying.

Thomas Cocking, you don't have too many rocks at St Ives. Did you on this rescue?

Coxswain Thomas Cocking, St Ives: No, sand.

Portchmouth: Sandbanks? But it was shallow. What were the general happenings of that night? You had two calls, one after the other?

Cocking: Yes. Well the first one was a tug. She had her propeller fouled and when we got to her, she only had three shackles of cable out and she was dragging her anchor ashore. The *Orca's* skipper told the tug master to give her more cable, but he replied, *'I can't, I haven't got any more to give.'* And he continued to drift. When we got to the position of the tug we told him he was going ashore on the bar. We told him on the VHF, *'If you go aground you might turn over.'* So we advised him to get out of her fast. He said, *'I've got to make a link call first.'* I said, *'Look. Just for your information you are going ashore now in an estuary where the tide rip, coming down the estuary with the ebb tide, is around five or six knots. It's up to you what you do, but my advice to you is to lighten the boat with the crew, get some crew off, and then make your link call.'* Well, we took off five from her.

She was lying bow on to the wind, and all we had to do was run in, drop astern, run out, drop astern one at a time. Got five off all right, but in the meantime the tug touched bottom and swung bow in, so this made it more difficult because she was right on the edge of the surf. The skipper's telephone call took 20 minutes after which time we had the sea breaking outside of us, as well as inside. Well, then we had to run in on that, and this was when I said to the crew, *'Grab the two of them, don't matter what happens!'* I said, *'We've got to run in bow first, and come astern full steam.'* I don't know if Mike Grant knows, but with a lifeboat with



Coxswain Thomas Cocking, St Ives

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

tunnels she will come astern faster than she will go in really. So we ran in one run, got two of them off by the scruffs and come away astern over breaking water.

Portchmouth: You had your stern to the sea did you?

Cocking: Yes. That was the only way we could do it. We couldn't wait and come about and pace it because there was too much break on the water, too many banks in there. Especially around the estuary, there's very large banks. We couldn't do that. The only other alternative was to drop the anchor; we could have had them off that way. It would have made it more dangerous if we did wait and drop our anchor, and drop in on her. As it was, I ran in, took them off and came out full astern. He was on the bottom by then.

Portchmouth: So that's interesting. If the anchor had been easier to let go, I suppose, it might have been a different story, but it takes a long time to get it out, doesn't it?

Cocking: We can get our anchor over the side in a minute. We've got davits there and we just swing it out and let it go. It wouldn't have taken too long to drop the anchor, but it was just as quick to go in bow first and come astern.

Portchmouth: You had a little bit of persuading to do, of course, as well, to get them to leave.

Cocking: To start with, yes. They didn't want to come off.

Portchmouth: Well that link call, I suppose, was the skipper trying to get permission to leave?

Cocking: He got through to his owners.

Portchmouth: How big was the boat?

Cocking: Oh, only a small tug. 140 feet long, drawing nine foot aft, six foot forward.

Portchmouth: Too big really for you to tow.

Cocking: I think he was.

Portchmouth: I guess yours was the only rescue where you were having to get casualties down on to your lifeboat. These boys were all having to get them up on to the lifeboat.

Cocking: The tug was level with the lifeboat's bow. They jumped on there. The coaster was a bit more difficult. They had to jump down and we had to catch them as they jumped. We had a wind blowing then, force 9, northerly and the coaster was dragging her anchor very fast—she was only drawing four foot of water.

Portchmouth: Same night wasn't it? Right after the first one?

Cocking: Right after, yes.

Portchmouth: You hadn't even rehoused, just got up the slipway.

Cocking: Yes. We got to her, I called the skipper and he said he would like to lighten the crew. The trouble was we had to wait for the right time before going in. The tug was near enough, like you were going alongside a yacht. But with the coaster we found that, being light ship, we had to wait for our chance. If you saw a sea coming, you would have to run in before that sea came in so that you would have a little bit more lift to take one of the men off. That's what we found out. The first run I had was really just a practice run because it was dark and we had to wait for them to come down. We ran the boat up to them, beautiful. She came in perfect, with her bow just inside, perfect, lifting together. I thought, *'That's the way to do it'*. We came astern again, and called the skipper up on the radio asking him if he was ready. He said, *'We've got three down there ready.'* We went in and took the first one off. The first sea that came I'd say was round about ten foot and breaking. That was a Godsend because we were going in, we were committed then; I thought, *'She's got to go now'*. I kept it on full speed, we lifted on the sea, the sea broke over us and she just stuck up the side and we took the first one off. That's the way we did it. We watched the sea coming, a breaking sea out in the cove, up to the coaster and we'd run in. Both would lift together. On one of the runs we took off one and another jumped as I was going astern. All we saw was him jumping. We had to come full speed ahead again to catch him on the box on the fore deck. The crew saw him and

jumped for him then and dragged him back.

Portsmouth: What height were they coming down?

Cocking: About eight feet.

Portsmouth: That fore end box isn't really clear, is it?

Cocking: No, because of your side lights.

Portsmouth: It's a wonder he didn't break something.

Cocking: Yes. Luckily the rest wouldn't come until the crew said 'Jump'. I made them understand that on the wireless when I spoke to the skipper. One at a time and jump when the crew say jump, not to jump on your own. We've found before when someone's jumped on their own, you miss them and they've dropped into the sea; when you've been dropping astern they've jumped. That's the only killer we can find. But they were very good, except that one, who did jump when we were going astern.

Portsmouth: After that five, what happened?

Cocking: The skipper was making a link call at the time on the other set and the next thing he came and said, via the Coastguard, 'We're on the ground, what do you suggest?' So we went in there and took the other two off. The first thing he passed down was the boat's papers. The crew said, 'We don't want the boat's papers, Captain, we want you.' He said, 'They're more interesting than I am.' Those were the words he said; the boat's papers were more interesting than his own life!

The skipper, he was a bit difficult to get off, he was a big chap, and as we went in, so he hesitated; of course we dropped and he was hanging over the side. We've got one good fellow—you know Eric Ward—who's 6ft 4in who grabbed him by the ankles and gave him a jerk!

Grant: If the boat's going down and you're jumping down it's a long drop isn't it? And it's even worse if the boat comes back up when you're still going down.

Cocking: Eric Ward, he's a big fellow too, he grabbed him and everyone was waiting to catch him, and he came down. Anyway, that was it. It was quite simple really, I thought.

Portsmouth: All I can say is your modesty becomes you!

Berry: I've taken people off small yachts, in both a Watson and a Waveney and I've thought to myself with the Watson when I'm going to line up, 'How am I going to get this so and so

alongside that thing.' But under those circumstances it just happens. And the same thing if you're going in for a yacht with the Waveney to take people off, and you know it's just to take them off, because there's nothing else you can do. I think you've got it in the back of your mind that you're not worried about scratching the paint or anything like that and it therefore becomes more natural.

Grant: Well, as you know, I've only just changed over to the Tyne from the Oakley, the 48ft 6in Oakley, and a Watson before that. But with those older types of boat I found that once you did put them somewhere then they stopped there. With the Oakley, you know when we took 20 off a freighter, we put her bow or shoulder in there, opened the engines up full, and she just plunged up and down the side of the ship, damaged, but it stopped there. But with the modern boats with the flared bow . . .

Berry: Well I think we've got more of a flared bow with the Waveney, than you've got with the Tyne. But there again you've got the power and manoeuvrability which you didn't have with the Oakley.

Grant: Yes, but it is more of an 'in, out' business.

Berry: Yes. Get there, get one off or two off and out, and then have another go. The only thing I've found with a Waveney, that whereas in the other boats you go to leeward of a yacht to take them off, and let it drop on you, you've got to approach from windward with a Waveney, because a Waveney, as soon as you stop your engines, she's down wind faster than a yacht. It's the height of the wheelhouse, I think. One thing about a Waveney, it's got a well deck aft. I don't think there's a boat today that's better designed for getting people out of the water.

Portsmouth: No, that's right. Because your feet are down low and they're inboard. As all four of these services were at night, have any of you further comments about illumination? Mike Berry's got a special searchlight forward. Does anyone else have one?

Cocking: We've got a forward one as well. We've got a small RNLI issue handlight, and what I've done is to put it on a little bar so that we can make it turn like a searchlight and we find that as good as anything.

Grant: If the conditions are right, flares give you a far better panoramic view than a searchlight. The searchlight on the Tyne, the position of that is quite good. Now, on the Oakley if something was shining forward then it all reflected back off the bulwarks and tended to dazzle. But on the Tyne, it's good.

Berry: You've got a choice of positions, haven't you Mike Scales?

Scales: Yes, we've got them either side on the wings of the flying bridge and in the centre. That seems to cover. The problem we had was that we had quite a lot of white paintwork up top, aerials were white and in certain close quarters you would get a lot of light reflected back. So what we've done now is matt black the mast, matt black the aerials and that's done away with the reflective glare.

Berry: The first thing we had to do was black tape all the aerials.

Portsmouth: So you would recommend that wherever we don't have to have orange superstructure for visibility, so that other people can see us in the distance, we should have matt black wherever there is likely to be light reflection, from our own lights?

Scales: I think it's important when you're in shallows, or any rock conditions where you have got to be as aware as possible where you are, that the less reflected light you've got, the better. Of course if we're in close quarters we're not inside on the Arun, we're always up top.

Berry: You can go up top, I suppose, under any conditions?

Scales: Oh, yes. In our particular Arun we've worked two force 11's for hours on end. With our steering position on the after end you can stay there all night. In shoal conditions, close quarters, you get a great sense of security being outside because you are more aware of the elements, you've got nothing false, you've got spray in your face and you know if you're going too fast, and you can see as well.

Berry: If I'm going alongside a yacht generally I find I'm working just abaft the wheelhouse where I've got a clear view of its position.

Scales: It's nice to have a wheelhouse, but it's nice to have the alternative to go out, and be with the elements.

Portsmouth: Gentlemen, I'm afraid it's now time for us all to go out and be with the elements. Thank you for your time and your comments. You have provided much food for constructive thought. Readers of THE LIFEBOAT journal will be interested to note that one of the main lines of operational development by the RNLI at present is towards greatly enhanced capability in shallow-water operations for fast lifeboats. We believe that water-jet propulsion, as now being fitted in our Medina class prototype, may provide one answer. Perhaps in a year or so we shall know.

Aberystwyth Lifeboats

PULLING AND SAILING,
MOTOR, D CLASS AND
NOW A 17FT 6IN C CLASS
INFLATABLE

by Joan Davies

BACK IN THE TIME of the Romans the dip in the cliffs where the River Rheidol and the River Ystwyth come down to Cardigan Bay was already recognised as an important landing place, to be guarded with an encampment. At such a favourable strand, and with a wealth of herring in the bay during the autumn spawning season, no wonder that in Mediaeval times Aberystwyth grew into a thriving fishing village, supplying the hinterland with cod, whiting and perhaps mackerel and exporting barrels of salted herrings to Ireland and other markets. In those days it was probably the principal herring port of Wales. By the eighteenth century there were getting on for 60 small sloops working out of Aberystwyth, netting the herring in the autumn and at other times of year employed in more general fishing, trade along the coast or perhaps carrying oak bark to Ireland for the tanneries.

Sea trade under sail was by then expanding fast, cargo carrying vessels were increasing in size and, to take its place with other ports, Aberystwyth embarked on considerable improvements to its harbour. First the River Ystwyth was diverted into the River Rheidol, thus, with the added flow, helping to keep the bar at the harbour mouth clear of silt. Then, in the 1840s, the channel was deepened and a new pier built out to seaward. Now smacks and two-masted schooners could more easily take part in the coastal trade of the port (exporting lead ore, mining equipment from the foundries, woollen goods and timber; importing grain, limestone, coal, roofing slates, bricks and manufactured goods), while larger brigs, snows and barques could bring in timber from Canada and America for shipbuilding and for the houses of the growing town, embarking passengers as emigrants for the return voyage.

These were expansive years. Aberystwyth was growing as a seaport, with its own shipbuilders, sail and ropemakers; it was the market for the surrounding countryside; and it had also become a focus for local social life and a well-established watering place. With as



John and Naomi Beattie, the last of Aberystwyth's five pulling and sailing lifeboats, on her way along the town front, drawn by willing helpers. She was on station from 1906 to 1932.

yet no railways and only poor roads, the sea was undoubtedly the main artery of commerce but there was growing local concern over the increasing toll exacted in lives lost at sea. It was in these years that the first steps were taken towards providing means of saving the lives of seamen in danger from shipwreck in the approaches to the port. Richard Page, the superintendent of the new harbour works and later harbour master, was already experimenting with Captain Manby's line-firing mortar and, in January 1841, put his efforts to good use when the schooner *Leighton* was driven on to the banks to the north of the harbour in heavy seas; a rope was successfully fired across and the vessel hauled clear.

Two years later, after great loss of life in Cardigan Bay during a wild January, the Mayor of Aberystwyth inaugurated a collection in the town for the provision of a pulling lifeboat, himself contributing the first five pounds. A 27ft pulling lifeboat was purchased, brought to Aberystwyth aboard the sailing vessel *Three Sisters* and put under the control of the harbour master. Nothing, however, is known of the use to which she was put.

RNLI station

RNLI lifeboats were already being established in other parts of Cardigan Bay and in 1861 a lifeboat at Aberystwyth was added to their number; the 32ft *Evelyn Wood* arrived late that October, having been transported free of charge, with her carriage, first from London to Bristol by the Great Western Railway and thence by the Cambrian steam packet now making regular trips to the port.

Evelyn Wood was the first of five pulling and sailing lifeboats which, in turn, were to serve the port of Aberystwyth from that time until 1932. Theirs was no easy task. Working from a coast open to westerly gales, they often had to be launched across the

beach and rowed out through the surf and incoming waves for some distance before there was a chance of setting sail.

To help with launching, a slipway was built down to the beach in 1863 and a mooring chain laid out to sea through which hauling off lines were led; thus a band of helpers on shore could add their strength in the battle to get the lifeboat out through the surf against the force of wind and sea.

Evelyn Wood was one of a number of lifeboats all round the coast which between them, in the heavy gales of early December 1863, rescued 246 people. She went on to the brig *Mary Anne* of Scilly, her masts cast away, riding at anchor off Aberaeron 15 miles to the south. Reporting the launch of the lifeboat, the Reverend John Williams, first honorary secretary of the station, who was to serve for 34 years, wrote:

'The lifeboat was despatched . . . She is out now and will probably remain out all night, the wind being dead against her . . .

'10.00 pm. The night is pitch dark, and it is feared the lifeboat will not be able to fetch the vessel in time to be of any service, but up to this time nothing has been seen of her.'

On December 7, happily, he was able to report that lifeboatmen had boarded *Mary Anne* and that she and her crew had been safely brought into Aberystwyth . . .

'The lifeboat has returned from her mission of mercy, having fairly won her laurels for the first time . . . when both [vessels] returned to port, they were welcomed by hundreds of cheerful hearts.'

Already, however, the pattern was changing again. The railways, spreading their network throughout the land, were, by the 1860s, extending into Wales; Aberystwyth became a terminus for the old Cambrian line, later the GWR. While the transport of freight by rail inevitably led to the decline of coastal trade to the port, summer visitors could now come much more easily, so that as a resort the town flourished.

In addition, linking north and south, in 1872 Aberystwyth was chosen for the home of the first university in Wales.

At first the coming of the railway meant that fish could be transported inland that much more easily, but by the beginning of this century the herring shoals in Cardigan Bay were decreasing and, particularly since 1945, herring fishing has fallen right away. Now the main fishing is for crabs and lobsters, for which there are ready markets as far away as Southend-on-Sea, Paris and Brussels. There are, however, only a few commercial fishing boats working out of Aberystwyth today, together with some charter fishing boats.

But to return to the mid-nineteenth century, in 1867 the silver medal of the Institution was awarded to Watkin Lewis of Aberystwyth for two acts of personal gallantry. On March 25 that year he had swum out to make communication with a wrecked schooner, *Rebecca* of Bridgwater, afterwards helping to save her crew of six; and the previous September he had waded out through the surf at the risk of his life to save his own father who had been carried out to sea trying to save someone else.

The great endeavours of one man. But so often, at Aberystwyth, enormous corporate effort was needed if the lifeboat was to get off the beach and out to sea. February 20, 1877, when the crew of three of *Sarah Ellen* were rescued:

'Just before dark . . . while it was blowing a hard gale from the NW, the schooner Sarah Ellen, of Liverpool, bound from Plymouth to Belfast, was seen driving before the storm, with sails blown away, towards the rocky coast southward of the station. The lifeboat Lady Haberfield was speedily launched, but after an hour's energetic struggle the force of the gale proved too much for the oarsmen, and the boat had to be steered for the shore again. The oars were then double-banked with fresh men, and the Lady Haberfield made her second attempt, and after a brilliant display of dogged perseverance and pluck, the crew forced the boat sufficiently far to the windward to clear the rocks south of the town, when sail was made . . .'

It took six hours of gallant struggle before the lifeboat could return to shore with the survivors, her crew exhausted, and just before she was beached, John James, one of the eight men who had rushed courageously through the surf to double bank the oars, had tragically died from his exertions and the bitter cold.

In the severe storms of October 7, 1889, the barque *Arklow* was seen rapidly drifting towards the Patches, a dangerous reef of rocks a few miles to the west of Aberystwyth . . .

'There was no delay in getting the boat to the edge of, perhaps, as wild a sea as a small boat was ever launched in. It was low-water, and for a long time it was impossible to move the carriage through the sand. There were plenty of willing hands, including many students of the

University College of Wales, but, notwithstanding the fact that scores of men went into the water until the waves broke over their heads, a considerable time elapsed before the boat was slipped from the carriage and was fairly afloat . . .'

Even then, after an hour's pulling, the lifeboat had scarcely moved from the spot she had been enabled to reach by the haul off rope. Time and again she was carried back towards the shore on the crests of the great white seas. After two hours struggle, during which six oars had been broken, the boat was carried close to the pier and a line passed. More oars were taken on board and five extra men went into the boat, one of them, Alfred Worthington, even jumping into the seething water and swimming to the lifeboat. Eventually a point was reached when the coxswain, Thomas Williams, thought it safe to hoist some sail, when the lifeboat *'went beautifully and rapidly before the storm'* towards *Arklow*. The service was successfully accomplished, but not before, while lying alongside the casualty, three of the lifeboatmen had been washed overboard by an immense wave; they were all picked up safely, although their recovery took some time.

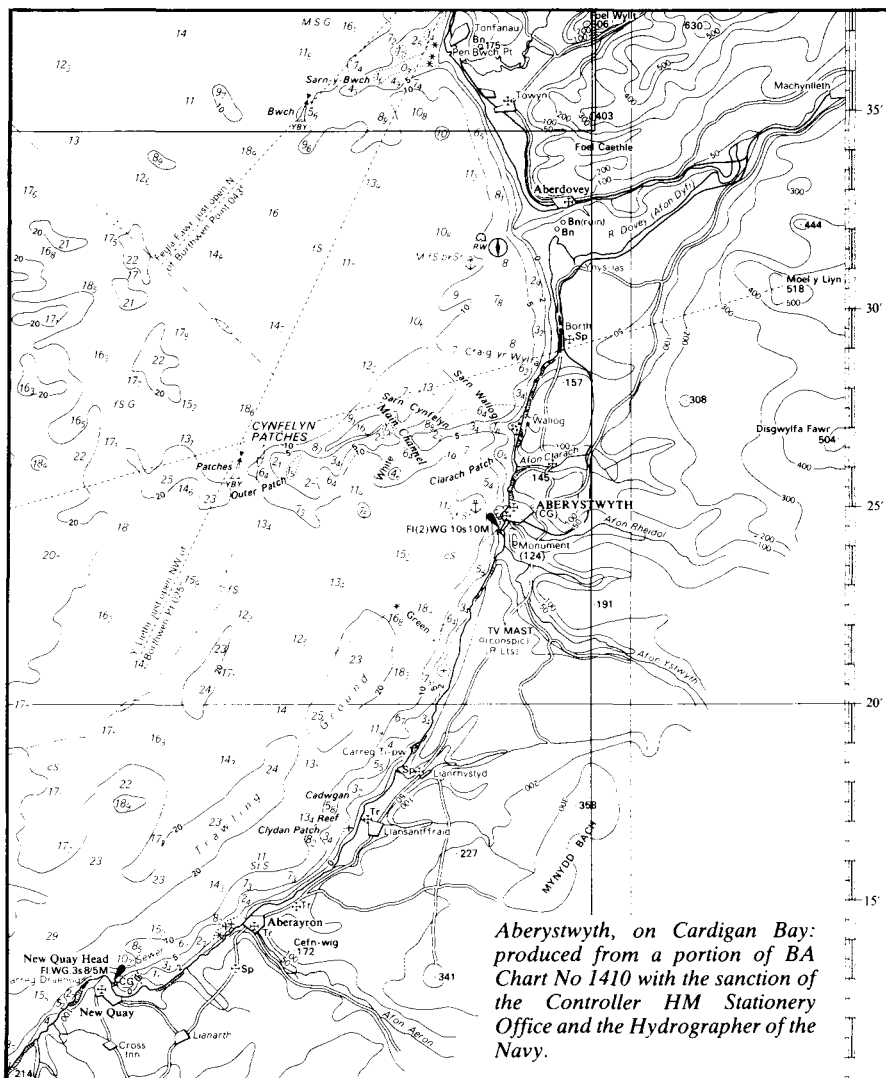
All the crew were thrown into the sea on October 7, 1880. *Lady Haberfield* had gone out to the help of the Danish brig *Julia* which had lost her bearings.

After a lifeboatman had been put aboard to pilot the brig into Aberdovey, the lifeboat was returning to shore, under sail, when she was caught by a sudden fierce squall and capsized; she righted herself, as she was designed to do, and fortunately everyone was able to regain the boat.

Motor lifeboats

Aberystwyth received her first motor lifeboat in 1932, the 35ft 6in self-righting *Frederick Angus*. This was the lifeboat on station during the war, when most of her calls were to search for missing airmen.

A few months after the end of hostilities, four Welsh lifeboats, from St David's, Fishguard, New Quay and Aberystwyth, were all to take part in a most unusual service. On the night of February 3, 1946, the submarine *Universal* was on her way to the breaker's yard when, in a westerly gale with a rough sea running, she broke down in Cardigan Bay. St David's motor lifeboat, *Civil Service No 6*, was the first to launch, at midday on February 4, and she helped the destroyer *HMS Southdown* to take the submarine in tow. Later that afternoon, however, the tow parted and, as the submarine drifted up Cardigan Bay, first Fishguard's motor lifeboat *White Star*, then New Quay's pulling and sailing *William Cantrell*



Aberystwyth, on Cardigan Bay: produced from a portion of BA Chart No 1410 with the sanction of the Controller HM Stationery Office and the Hydrographer of the Navy.

Ashley, and finally Aberystwyth's *Frederick Angus* were all launched to stand by. New Quay lifeboat was released to return to station on the morning of February 5 and, after another attempt by *Southdown* to take *Universal* in tow had failed, the decision was made to abandon ship. Fishguard lifeboat took off 16 men and Aberystwyth the remaining 11. The next morning Aberystwyth lifeboat was out once again, helping to transfer men from the destroyer and a tug, which had now arrived, to the crippled submarine, and to help pass tow lines.

Since the arrival on station of *Frederick Angus*, the struggle to clear the shore and the rocks by strength of arm alone was a thing of the past, but the extra weight of the new motor boat made pulling her through the streets from her boathouse behind Marine Terrace to the slipway a more difficult undertaking. In 1948 the students of the University now helped with finance as they had helped, in the past, with added manpower. They gave the whole of the proceeds of that year's rag week, £1,425, and part of the previous year's total, £325, to the local station, and this money was used to fund a tractor to launch and recover the lifeboat.

Aguila Wren, a 35ft 6in Liverpool which came on station in 1951, was Aberystwyth's third motor lifeboat and the station's first boat not to be fitted with sails. She was, for the greater part, provided by a fund in memory of 22 Wrens who were lost in 1941 when *ss Aguila*, in a Gibraltar convoy, was sunk by enemy action; a party of volunteers—nine officers and 12 chief Wren wireless telegraphists accompanied by one QARNNS nurse—they were the first draft to go overseas. Dame Vera Laughton Mathews, DBE, at that time director WRNS, attended the naming ceremony on June 28, 1952, at which the lifeboat was handed over by the father of one of the chief Wrens and named by the mother of one of the officers.

Twin-screw rather than single-screw,

as were her predecessors, *Aguila Wren* was considerably heavier than *Frederick Angus* or *Lady Harrison*, which had been on station from 1949 to 1951. A more powerful tractor was needed. Trials of the prototype of a new watertight Fowler tractor with a 95hp diesel engine were held at Aberystwyth in November 1952, with such success that four more were immediately ordered.

These trials have become part of the folklore of the RNLI, the photographic sequence of the final test treasured with affectionate glee. The tractor was already in a depth of seven feet so that its controls were underwater, when the firm's driver, intending to put the engine into reverse, in fact put it into neutral. The tractor, by chance on the edge of a hidden gully, ran down into ten feet of water and the five men on board, including Fowler's chief engineer and the RNLI's chief inspector, had to 'abandon tractor' and swim for the shore. Nothing but a wallet was lost, and that was found afloat and rescued later. The tractor, when hauled ashore, was none the worse mechanically for its immersion.

It was for a service in *Aguila Wren*, on July 26, 1954, that Coxswain Baden Davies was accorded the thanks of the Institution inscribed on vellum. In a south-westerly gale and rough seas, an army launch was towing in to Aberdovey the 40ft MFV *Lindy Lou*, the engine of which had failed. It was high water and Aberystwyth lifeboat was asked to stand by at Aberdovey harbour bar. When *Aguila Wren* reached the two boats they were making heavy weather and the launch's fuel was running low. Then the towline parted. At first the crew of *Lindy Lou*, now at anchor in the confused cross seas on the bar, refused to be taken off, but the seas were sweeping over her and after half an hour they agreed to jump aboard the lifeboat, leaving *Lindy Lou* at anchor. As well as the coxswain, a letter of commendation was sent to the head launcher, Captain T.



ABERYSTWYTH TRACTOR TRIALS: ANTICIPATION



CURIOSITY



By courtesy of]

CONSULTATION

[Pickford & Son, Aberystwyth]



DECISION



HOMECOMING



By courtesy of]

SOLITUDE

[Pickford & Son, Aberystwyth]

(Above): The photographic record of the tractor trials of 1952 reproduced from THE LIFEBOAT, winter 1952/3, is affectionately treasured as part of the folklore of the RNLI. The trials were completely successful, the prototype tractor being none the worse mechanically for its immersion.

(Left) The 35ft 6in Liverpool class lifeboat *Aguila Wren*, on station at Aberystwyth from 1951 to 1964, returning from a service call.



Brodigan, MBE; during a difficult launch his hand had been injured but, although in great pain, he had carried on until the boat was safely afloat.

D class inflatables

Just over 100 years after Aberystwyth was first established as an RNLI station, a whole new chapter in its history was begun. In May 1963 the town received the first of the Institution's new 15ft 6in D class inflatable lifeboats, powered by a 40hp outboard engine, and Aberystwyth was one of the first stations at which the inflatable lifeboat remained operational winter as well as summer. It was in keeping with the changing needs of the area. Commercial shipping now passed further to the west of Cardigan Bay; commercial fishing, as has been seen, had greatly declined; there was seldom need to go out to offshore yachts. On the other hand Aberystwyth had flourished as a very popular holiday resort, flanked by caravan sites, so that those in danger were more likely to be sea anglers, people off the beach in small pleasure boats, swimmers, children carried away on airbeds or cut off by the tide under the cliffs.

For this work the little D class lifeboat was ideal. She could be launched very quickly in the sheltered water of the harbour, rather than over the difficult beach, and, with her speed of 20 knots, reach a casualty in a matter of minutes. True she had to cross the bar at the harbour entrance but that is only a comparatively short distance and an inflatable lifeboat is soon through and away.

Two of the lifeboatmen who were helmsmen of the D class lifeboat in her early years provide at Aberystwyth that strong traditional family link, from one generation to another, to be found at so many lifeboat stations. David Jenkins, who also served on *Aguila Wren* and who is now station administrative officer (as well as being the station's historian), and Ralph Kenyon are both grandsons of former crew members: an earlier David Jenkins and John Williams, who were friends and fellow lifeboatmen a hundred years ago just as their grandsons have been in present times. David Jenkins' family has, in fact, been involved with the station in one way or another from its very beginning and Ralph Kenyon's for probably as long. Ralph's great grandfather, Thomas Williams, was coxswain from 1876 to 1891 after serving in the crew for several years, while his great uncle, David Williams (Thomas's son), served as coxswain for no less than 42½ years, from 1891 to 1933. There is still a family connection because Ralph's nephew, Tony Meyler, a former crew member, is now a deputy launching authority.

It was Ralph Kenyon who, with Gwyn Martin, the honorary secretary at that time, crewed the D class inflatable lifeboat for another of the station's more unusual services: three miles inland. Early on August 6, 1973, the



Aberystwyth lifeboat flag day, August 6, 1973: when the River Rheidol overflowed its banks, flooding a caravan and camping site, the D class inflatable lifeboat, crewed by Gwyn Martin, the station honorary secretary, and Ralph Kenyon, brought 65 people and three dogs to safety.

photograph by courtesy of Taylor Lloyd Ltd

River Rheidol, in full spate, flooded a campsite and the lifeboat rescued 65 people and three dogs from the roofs of their caravans and cars.

Awards for gallantry were made for two services during the 1970s. Alan Blair, Michael Nichol and Keith Stone were accorded the thanks of the Institution inscribed on vellum for the rescue on September 1, 1970, of a woman bather overwhelmed by breaking seas and surf, and of a man who had gone out to help her. On that occasion they were manning the D class lifeboat. Nearly six years later when, on February 22, 1976, Tony Meyler, skipper of *MV Western Seas* which was lying alongside in the harbour, was told that a motor cruiser had capsized in heavy surf outside the harbour entrance, he and six other lifeboatmen with him, immediately set out in the fishing vessel. Despite all their efforts, however, the two men trapped inside the hull could not be rescued. Alan Blair, who had swum on a line to attempt an underwater search, was awarded the bronze medal, Tony Meyler the thanks of the Institution inscribed on vellum, and the other five lifeboatmen all received medal service certificates.

In passing—if ever a group of lifeboatmen are gathered together and Alan Blair is one of them, the singing will go on well into the night—and very fine it will be!

C class

Twenty years after the first D class inflatable became operational at Aberystwyth, almost to the day, on May 19, 1983, one of the first of the RNLI's new twin-engined 17ft 6in C class inflatable lifeboats were established at the station.

For some years the Institution had been looking into the establishment in the fleet of a twin-engined inflatable lifeboat with a night capability for

allocation to certain stations where there is an operational need for a larger boat than the 15ft 6in D class inflatable but where, because of a variety of reasons, it is not possible to operate an Atlantic 21.

An experimental boat, which has been under development at the RNLI's Cowes base for several years, has now proved herself to be a good seaboat and a successful answer to the problem. She has been called the C class. Her length overall is 17ft 6in, her beam 7ft 1in, and her twin 40hp outboard engines give a maximum speed of 27 knots. A fabricated keel, to the RNLI's requirements, has been fitted to the original hull to give improved lateral stability. She has limited night capability and righting equipment has been designed and a drill to right the boat after capsize developed by the staff officer responsible for lifeboats under ten metres in length working with the staff at Cowes base.

Various improvements have been made during the development stage. At first the boat was fitted with water ballast, but that has now been replaced by permanent lead ballast, bolted to the underside of the floor board. The floor itself is padded and it is made of two hinged parts, short forward and longer aft, giving flexibility to allow for the movement in an inflatable boat in a seaway. A single tiller to control and steer both outboard engines has also been developed at Cowes.

The C class inflatable is equipped with a watertight VHF radio, an anchor box incorporating a battery box for a small searchlight and, of course, all the equipment, like an anchor, a sea anchor and quoit line, found in a D class boat. There are now eight of the class on station (with one in the relief fleet): the station boats are at Aberystwyth, Criccieth, Cullercoats, Mudeford, Newquay (Cornwall), Portaferry, St Abbs and St Catherine. More boats will be going

into both the station and relief fleets in 1985.

At Aberystwyth the new C class boat was welcomed by the chairman, Mr Ivor Davies, the station honorary secretary, Donald Smyth, the branch, the guild and the town, as well as by the crew, and they have all worked hard for her. She is being funded, together with her tractor and trolley, by local effort. The largest contribution has come from gifts from the University student rag days while the crew themselves have raised more than £4,000, one year joining together in a sponsored row from New Quay to Aberystwyth, and the next in a sponsored relay swim from Aberaeron. The row started at 5.30 in the morning, and so swiftly did these present-day lifeboatmen cover the ground that they arrived off Aberystwyth much earlier than expected and before everyone was ready for their reception!

For the launching trolley, the RNLI provided an Atlantic 21 bedstead type, which three of the crew, Keith Stone, Thomas Ridgway and Brian Pugh James, helped by Graham Edwards, Sandro James and Peter Heading, then modified, so that it is 'custom built' for the C class inflatable with the weight of the boat being taken on her keel and sponsons. It has also been fitted with a square section tow bar which can be pushed through a larger square section channel running the length of the trolley on the centreline so that, with a towing eye fitted each end, the trolley can be towed equally well from either end. Wide, low pressure, deep tread tyres were also added, to prevent bogging down when, at low tide, the lifeboat has to be launched over the silt at the foot of the slipway. This design is to be used for other C class stations where the Dodo trolley is not required or cannot operate. A second Atlantic bedstead trolley is being modified by Aberystwyth crew to be used by the RNLI depot as a pattern from which to build more 'in house'.

To pull the trolley, a secondhand commercial four-wheel drive tractor was obtained and modified for lifeboat work, the greater part of the modifications to protect vital components from seawater damage and painting being done by the crew led by Bryan Jones, a crew member and tractor driver (who had also been the tractor driver for

Aguila Wren). Boat, trolley and tractor, all are cherished with loving care by the members of this very happy station.

To accommodate the larger boat and tractor the boathouse had to be extended, and a crewroom and shower has also been provided; it was the crew, once again, who did all the painting and laid down heavy protective strips on the floor exactly to follow the tracks of trolley and tractor as they are housed and there are plans afoot to add a souvenir sales area in the future. That will greatly help the ladies of the guild, led by their chairman, Mrs Mabel Hughes, honorary secretary, Miss Melanie Lloyd and honorary secretary, Mrs Sonia Jenkins, the wife of David Jenkins. At one time they had had a shed for the sale of souvenirs on the beach, but it was blown away by a gale. They next used an empty shop. Do they now have a mobile stall? Yes, they reply: it is called three cardboard boxes. And they have found their moveable stand very profitable when taken to caravan sites, fairs and a number of other events.

Here's a good idea. When attending a Saturday night disco dance at a caravan park club, the ladies take with them a tailor's dummy dressed in a dry suit. As the evening progresses and money is raised by sales, raffles or gifts, further

RNLI protective clothing is added to the 'lifeboatman' according to the amounts coming in: at £5 seaboots, another £8 for the bump cap, and so on. It has proved a great spur to the generosity of the dancers.

The added operational scope of their new lifeboat, with its extra size and speed, is much appreciated at Aberystwyth. It makes, for instance, quite a difference to the time it takes to get out the six or seven miles to the Patches, if a fishing boat is in trouble, and it is a more powerful boat for winter calls. Summer calls are very often to rescue groups of holidaymakers who have walked along the beach below the cliffs to the north of the town and have been cut off by the rising tide; the face of these cliffs is loose shale and impossible to climb. Over one weekend last summer, seven people were rescued from the cliff foot on one launch on the Saturday, and another seven were picked up in one trip on the Sunday. The larger boat is proving her worth.

The pattern of seafaring may change over the years and the type of lifeboats may change, but the work of RNLI stations is still essentially the same: the saving of life at sea. Since 1861 Aberystwyth lifeboats have launched on service 378 times, rescuing 245 people. That is the great achievement.

(Right): The Atlantic 21 bedstead type trolley which Aberystwyth crew modified themselves so that it is 'custom built' for their new 17ft 6in twin-engined C class inflatable lifeboat, taking the weight of her keel and sponsons.



(Below) the C class lifeboat is launched into the harbour (from her original, unmodified, trolley) after her dedication on August 20, 1983.

photograph by courtesy of
Jeff Morris



For much of the record of Aberystwyth before the establishment of an RNLI station the author is indebted to *Maritime Wales* No 4, 1979, and No 5, 1980, and in particular to two papers by Lewis Lloyd: 'The Ports and Shipping of Cardigan Bay' and 'The Port of Aberystwyth in the 1840s'. *Maritime Wales* is an annual publication, each volume containing the fascinating results of historical research on the ports, ships and seamen of Wales. Edited by Aled Eames, Lewis Lloyd, Bryn Parry and John Stubbs, No 8, 1984, which includes first hand accounts of more than one sea captain, is available from the Gwynedd Archives Service, County Offices, Caernarfon, Gwynedd, price £3.75.

Lifeboat People

Island Visit

Vice-Admiral Sir Peter Compston, a deputy chairman of the RNLI, was a guest of Brigadier S. P. Robertson of the Committee of Management, at his home on the island of Orkney for four days in August. He arrived aboard Kirkwall's 70ft Clyde class lifeboat, *Grace Paterson Ritchie*, and during his stay was entertained to lunch by the ladies' guild of North Ronaldsay. He also met Colonel R. A. A. S. Macrae, Lord Lieutenant, and his wife, was introduced to Ian Scott, the sculptor of the Longhope lifeboat memorial, and toured the lifeboat stations on the island, taking in a visit to North Ronaldsay lighthouse. He even had time to record an interview with Radio Orkney before returning to the Scottish mainland.

Christenings

Crew Member Ron Jones of Port Talbot lifeboat and his wife Julie asked if their daughter Joanne Louise could be christened at the lifeboat station. Their request was granted when the Reverend John Morgan performed the ceremony, using water he had brought home from the River Jordan; the bell from a local pilot cutter served as a font.

Meanwhile, during Southend lifeboat station's service of thanksgiving at St John's Church, the baby son of bronze medallist Bob Fossett, senior helmsman of the lifeboat, was christened Matthew James. The Reverend Bob White, chaplain to the station, officiated and the Mayor of Southend and station president, Councillor Mrs Joan Carlile was in attendance.

Seventy years after the hospital ship Rohilla was driven ashore off the Yorkshire coast, a party of Whitby townspeople put to sea in Whitby's 44ft Waveney class lifeboat, The White Rose of Yorkshire, to lay wreaths above the wreck. The Mayor of Pendle, Councillor Peggy Heaton, and chairman of Whitby lifeboat station, Jim Hall (below) perform the ceremony. The Rohilla ran aground in a storm on October 30, 1914, and no fewer than five pulling lifeboats and one of the earliest motor lifeboats took part in the rescue. Eighty-four lives were lost, 85 were taken off by lifeboat and 60 swam ashore.



HOME TOWN HONOURS

At a special ceremony on Sunday September 2, 1984, the freedom of the borough of Great Yarmouth was accorded to the past and present crew members of both Great Yarmouth and Gorleston lifeboat and the independently run Caister lifeboat. More than 100 crew members received the honour.

Joel Grunnill (r.) retired as second coxswain of Skegness lifeboat in October after 45 years of service with the station. Among other presentations, he received a statuette of the famous Skegness Jolly Fisherman, a local honour only accorded to a few. Since 1825, when a pulling lifeboat was first sent to Skegness by the RNLI, there has always been a member of the Grunnill family in the crew. Joel is the last of the line.

photograph by courtesy of
Ben Hardaker



Coxswain Joe Martin of Hastings was awarded his town's highest honour when, on October 31, 1984, at a civic ceremony he was presented with The Order of 1066. Mayor of Hastings, Councillor R. Saunders, praised Joe Martin's work as coxswain of the lifeboat and also the time he gives helping Duke of Edinburgh Award candidates. He is pictured here after the presentation with (l. to r.) Anthony Hodgson, Hastings station honorary secretary, Mr John Burton, branch chairman, and Michael Pennell, divisional inspector for the south east.



Jakarta Seminar

Mr John Atterton, the retired deputy director of the RNLI, was recently lecturing in Jakarta, Indonesia, at an International Maritime Organisation seminar whose object was to improve search and rescue in Asia and the Pacific. Forty-two countries attended the seminar from Iran

to Russia, Australia, Japan, New Zealand and the many small islands in that part of the world. Mr Atterton used part of his lecture to describe the work of the RNLI. Great interest was taken in the volunteer crews, the organisation and especially voluntary fund-raising. It is probable that voluntary lifeboat services will now be set up in the Far East.

Namesakes

Villagers of Longhope, Gloucestershire, have for a long time supported Longhope lifeboat station, Orkney. When the lifeboat was lost with all her crew in 1969 the Gloucestershire village decided to send birthday presents to the children of every crew member until their 18th birthday. The youngest will be 18 early this year but the link between the two villages remains and Mrs Joan Penfold, widow of the former Rector of Longhope, Glos., hopes to visit Orkney this year.

Unaccustomed Tourists

The city of Voroshilovgrad in the land-locked Ukraine is twinned to Cardiff by the non-political GB-USSR Friendship Association. On a recent visit to Wales, three of the Ukrainian townsmen specially asked to see a lifeboat station and were accordingly shown round The Mumbles station by Coxswain Derek Scott.

Letters...

Brighton lifeboat station

I read with interest the reference in the summer issue of THE LIFEBOAT to the fact that Brighton lifeboat station was marking its own 160th anniversary in 1984 as well as that of the Institution. There had, however, been concern for lifesaving on that part of the Sussex coast long before the RNLI was founded.

In 1786 a scheme was seriously put forward for cutting large gaps or passages through the cliffs between Newhaven and Brighton, as a means of giving help to shipwrecked mariners. A notice was published in the *Sussex Advertiser* stating:

'The numerous shipwrecks which have occurred within these past few weeks between Newhaven Piers and Chene Gap, and particularly those melancholy instances which have occurred in the past week, have induced many humane and well-disposed people to express most anxiously their hope that some measure may be taken for the preservation of the lives of those who may hereafter be shipwrecked in the same part of the coast...'

A meeting was duly held the next Saturday at The White Hart Hotel, Lewes, at which Lord Sheffield presided and at which a committee was formed. The cutting of gaps and passages for the use of wagons and carts was, on consideration, thought to be too costly and unlikely to afford material help, but machines fitted with rope, ladders and cages were to be left in the care of responsible farmers using the cliffs. From subscriptions raised cliff cranes were provided as required.

The first recorded mention of the use of cliff cranes occurred in the year 1800, when the sloop, HMS *Brazen*, was driven ashore just off Chene Gap, west of Newhaven. Her master was drowned, together with 104 members of his crew; by a strange quirk of fate, the only man who survived to tell the terrible tale was a non-swimmer. The report in the *Mariners Chronicle* describes how two machines were dragged to the top of the cliff, in readiness to be of use when the tide made it possible. These machines were constructed like a swing crane to hang over the precipice; a rope was reeved through each, from which a cage, large enough to contain three men, was suspended.

In 1798 we learn of a property known as 'The Lifeboat Inn', at Portobello at Telscombe Cliffs, and from records available it would appear to have been situated slightly east of the ridge of Telscombe Tye on the north side of the South Coast Road, then known as the Dover Road. The property belonged to a William Balcombe Langridge, a notary public from Lewes, and he, with his business partner Christopher Kell, ran

The Lifeboat Inn for many years. It had been a story that Mr Langridge kept at the inn a small vessel for life saving and this small lifeboat, it was said, was lowered down through a shaft in the cliff to the beach, from whence it would go to the help of shipwrecked mariners. This unlikely tale was given some credence and we examined an early map of the area which showed a substantial shaft driven through the cliff, and this of course being long before any sewerage works or the like were undertaken.

A few years ago also, when the RNLI moved its base of operations, a model was discovered in a storeroom of a small boat that was seemingly to seat three people, with a cover that could be pulled over to make the vessel watertight. At the request of the late Graham Farr, I examined the vessel and photographs, and identified it as the *Messenger*, being the vessel provided by William Balcombe Langridge, and in fact his name is painted on it. So the story becomes complete, but of course it was not a very practical idea, and Langridge moved on to another scheme.

The next step forward on that part of the Sussex coast appears to have been in 1802, when a number of shipowners, masters of vessels and farmers met at The Bridge Hotel, Newhaven, to consider providing a lifeboat for Newhaven. A Greathead Original lifeboat was stationed at Newhaven in 1803 but it was transferred to Brighton early in 1807, thus establishing the town as one of the earliest with a lifeboat.—A. S. PAYNE, *Peacehaven, Sussex*.

Sir, is this a record?

Among the letters in the autumn issue of THE LIFEBOAT I noticed one from Anstruther lifeboat station claiming a record for its collecting box at the boathouse. I am pleased to say that we can beat their record: for the financial year 1983 our boathouse collecting boxes contained £2,385 and last year the amount was £2,553. We are of course fortunate that our lifeboat station is just off the town centre and open to the public during the summer months.

I am hoping somebody will be able to beat us.—ERIC W. BANCROFT, *station honorary secretary, Tenby, Dyfed*.

240 signatures—any offers?

Knebworth and District branch has a copy of Patrick Howarth's book *In Danger's Hour* in which has been collected the signatures of crew members and lifeboat associates and officials around the British Isles. We should like to invite offers for this book by post to raise money for the Institution. There are many interesting signatures, from HRH The Duke of Kent to a gentleman in Scotland who served 60 years with the lifeboat service as crew member, second coxswain, coxswain and, when retired from the boat, as head launcher for 12 years.

Those wishing to make an offer



*Coxswain Thomas Cocking of St Ives, at the Royal Festival Hall last May to receive his second silver medal, signs the Knebworth and District branch's copy of Patrick Howarth's book *In Danger's Hour* for Mrs Hazel Entecott, branch honorary secretary. The book, with already 240 signatures, is to be sold to raise funds for the lifeboat service (see letter below).*

should write to me, Mrs H. J. Entecott, honorary secretary, Knebworth and District branch, 31 Hornbeam Spring, Knebworth, Hertfordshire SG3 6BE. The closing date is March 3, 1985; a reserve price of £50 will go to the RNLI if there is no higher offer.

There are more than 240 signatures in the book collected between September 1982 and the present day. They will be added to whenever the opportunity occurs up to the date of dispatch. We think that this book, signed in this way, forms a unique record of the lifeboat service at this time.

Further details may be obtained by writing to me at the address given above, enclosing a stamped and addressed envelope.—HAZEL ENTECOTT, *Mrs, honorary secretary, Knebworth and District branch, Hertfordshire*.

Ceremonial colour

My husband was one of the three lifeboatmen from Newhaven who formed the colour party which received the RNLI's new ceremonial colour from HM The Queen Mother at the Royal Festival Hall last May. I wonder if there was anyone present who took a colour photograph of the three men together with the flag who would be kind enough to let us have a print? It would be very much appreciated as a reminder of that special occasion.—P. E. JOHNS, *Mrs, 6 Marine Court, Fort Road, Newhaven, E. Sussex BN9 9EN*.

Weather protection

We have a devoted band of ladies who are doing very well selling souvenirs but they are hampered by the fact that English summers, even the last one, are wet on occasion. We need protection for our helpers and the souvenirs, but as the stall has to be erected on all types of surface from grass to concrete most of the more obvious solutions are non-starters. We have considered tents and awnings, but these need to be pegged down. At some locations we would be unable to place a

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Books . . .

● In 1983 was published the first part of the late Grahame Farr's comprehensive **Lists of British Lifeboats**, covering non self-righting, pulling and sailing boats from 1775 to 1916. Before his death later that year, Mr Farr, former honorary archivist of the Lifeboat Enthusiasts' Society, had also completed the preparation of Part 2 of this important work of reference, covering self-righting, pulling and sailing lifeboats from 1851 to 1918. This second part thus picks up the record of early lifeboats in the year in which the Duke of Northumberland offered a prize for the best design of a self-righting lifeboat.

Considerably longer than Part 1, **Lists of British Lifeboats Part 2: Self-righting, Pulling and Sailing Lifeboats, 1851 to 1918**, has now been published. It is available from Mrs E. M. Farr, 98 Combe Avenue, Portishead, Bristol BS20 9JX, price £3.50 including postage and packing anywhere in the UK.—J.D.

● The latest addition to Jeff Morris' collection of station history booklets is **The Story of the Wick and Ackergill Lifeboats**. As with all its predecessors the booklet is well researched, written and illustrated with many historic and modern photographs. Two clear, diagrammatic maps, showing all the local landmarks along the coast, enable the reader to follow the course taken on all the Wick or Ackergill lifeboat services recounted.

There has been a lifeboat at Wick since 1848, when a boat was provided by the British Fishery Society. Two years earlier than that a lifeboat propelled by two paddle-wheels amidships had been built; early trials showed her

to be fairly manoeuvrable, but she was later found to be difficult to propel into a breaking surf.

The first RNLI lifeboat at Ackergill was established there following a violent storm in December 1876 when nine men lost their lives; before that time lifeboat cover had been provided by taking a lifeboat overland from Wick. The Ackergill station was closed in 1932. Connections between the two stations have always been closely interwoven, and it is therefore fitting that their stories should be told in one book. Copies are available from Mr A. Anderson, Shiloh, Riverside Drive, Janetstown, Wick, Caithness, price £1.00 plus 25 pence postage and packing.—S.J.G.

● Having spent many happy hours at Hunstanton while on holiday in Norfolk as a child, Theo Stibbons' book, **The Hunstanton Lifeboats** (Poppyland Publishing), brought back many personal memories. The book, however, will bring back many more memories than my own; there will still be people in Hunstanton who remember the launching of the lifeboats when the carriage was drawn by horses and who must also remember the first tractor trials held by the RNLI in 1920. The trials were held over five days and the beach at Old Hunstanton proved to be the ideal spot to hold them as flat sand, sand dunes and rocky ground could all be found in the area.

All went well until a lifeboat launch was attempted. As the tractor had not been adapted for use in water, the carburettor, magneto, sparking plugs and ignition were all exposed and as salt water came into contact with them the motor stopped; within 30 minutes the lifeboat carriage and tractor were totally submerged by the rising tide. However, after it had been recovered from the sea and dried out the tractor moved off

under its own power. By the end of the year the essential parts of the engine had been made watertight and further successful trials held. Twenty tractors were ordered, the first going on station at Hunstanton early in 1921.

This incident is just one of the many in Hunstanton's long lifeboat history, which falls into three parts: 1824 to 1843, 1867 to 1931 and from 1979 to 1984. The first RNLI lifeboat was placed there in 1867 and was called *Licensed Victualler*. The book follows the station's history from its beginnings, right up to the present day lifeboat, the Atlantic 21 rigid inflatable *Spirit of America*. The book is well illustrated with photographs of past and present lifeboats, and many of the services carried out by the station's crews are recounted. Copies can be obtained from the honorary secretary, Mr D. McLeod, Park House, Old Hunstanton, Norfolk, PE36 6JS, price £1.20 plus 25p postage and packing.—S.J.G.

● All the romance and the realism of the coastal trade in Thames spritsail sailing barges is to be found in **Coasting Bargemaster** by Bob Roberts, reprinted after 35 years by Mallard Reprints, Water Street, Lavenham, Sudbury, Suffolk (£6.95). It is written by a seaman of great skill who had spent his long years as a boy, mate and master under sail in complete contentment; he would have chosen no other life. Moreover, the tale is told with all the ease of a man who must surely have spent days, waiting for storms to abate or for a favourable shift of wind, yarning with his fellow bargemen in familiar dockside hostelryes.

As well as the good days, Bob Roberts tells of havoc wrought by barges caught out in severe gales and of rescues by East Anglian lifeboats. The book ends with the loss of the boom-rigged ketch barge *Martinet*, of which he was the master. One pitch black wartime night off a shore heavily protected against invasion, *Martinet* started making water fast and, with no chance of reaching port, foundered. Happily, however, her distress flares were seen and Aldeburgh's second lifeboat, called by the station the 'summer boat', was able to reach the crew in time.—J.D.

● Yachtsmen (and especially those who write book reviews) have been asking for a number of years why the publishers of nautical almanacs each year reprint, in addition to the ever-changing ephemerides and tide tables, the same old chapters on subjects which never change, or change little over the years, and could be reprinted every five years or so.

Well, with the **Macmillan and Silk Cut Nautical Almanac** it has happened! The price of the 1985 Almanac has fallen marginally to £10.50 and it has got thinner. But look at the price of the companion **Macmillan and Silk Cut Yachtsman's Handbook** (£14.95) the cynics will say: you don't get much

Letters . . . from page 131

caravan, even if we could afford one. We thought of trying to purchase a secondhand market stall, but these are too substantial for the job.

We wonder if any branch has solved the problem by either buying or making a temporary stall which can easily be erected and transported by ladies. We would welcome suggestions.—DAVID SPENCER, *chairman, Teignmouth branch, Devon.*

Long odds

Each year in Sennen Cove we have a raffle for which the main prize is a gallon bottle of whisky. In 1983 all 20,000 tickets, costing just a few pence, were sold, mostly to visitors to our lifeboathouse, and £800.60 was raised. In 1984 the price of the ticket was lifted slightly. Only 18,500 tickets were sold but once again a handsome profit was made: £1,058.36.

What are the odds on the result? In 1983 Mrs M. R. Harding of Bath won the gallon, the eighth ticket out of the barrel. Last year, the eighth ticket out of the barrel had been purchased by—guess who? Mrs M. R. Harding of Bath. At the time I did not realise the incredible coincidence. Only the lady's telephone call brought the matter to my notice.

To make our draw night a social success, we perform the ceremony at the First and Last Inn at Sennen. Thanks to the generosity of the landlady, Mrs Rose Sima, we had a super evening. There was a pastie competition. Members of the crew, the shore helpers and committee (men only) baked special pasties, with a small entry fee going to the RNLI.

Lightning does strike in the same place twice, it would seem! Pity it did not strike my pastie.—JAMES SUMMERLEE, *chairman, Sennen Cove branch, Cornwall.*

change from £26 for the complete package. In fairness to the publishers, and assuming that the handbook will last five years, it should be pointed out that only £3 of this should be counted in this year's budget making £13.50. Moreover, the almanac has been expanded within its revised brief to include additional items, in particular details of a further 180 small harbours and anchorages between the Loire and the Elbe, and, secondly, the handbook contains many new features which did not appear in the almanac, notably the chapters on hulls, spars, rigging, ropes and sails, deck gear, engines and electrics, below-deck items, boat-handling and running a boat.

If I had a criticism of the handbook, this would be over the inclusion of Dr Sadler's sight-reduction tables in the chapter on astro-navigation. I believe that if the publishers offered a substantial prize to anyone who can prove that he has used these tables at sea in the last five years, their money would be quite safe.—K.M.

● Oh no, I said, not another self-congratulatory saga of feats of ocean navigation, as I fluttered through the pages of **Modern Ocean Cruising** by Jimmy Cornell (Adlard Coles, Granada, £8.95). And then I started to read a page here and there . . . and then I turned back to page 1 and started to read and did not stop until I had read it from cover to cover. As I put the book down, I noted, for the first time, its sub-title: 'Boats, Gear and Crews Surveyed', which should, perhaps, have been the title in the first place.

This is the most fascinating distillation of the wisdom of the real ocean wanderers compiled by one of their number. Before taking any notice of opinions on the type of boat to choose for cruising, the author set a limit to the qualification to have an opinion as having sailed a minimum of 2,000 miles in three months or more (62 boats).

For the more general subjects: living afloat, seamanship, navigation, children and pets aboard, hazards, planning and the lot of 'seawives' in cruising yachts, a more rigorous criterion was set; opinions were recorded only from boats which had been cruising continuously for at least a year and covered a minimum of 5,000 miles from base (50 boats). The author has treated the answers he got statistically so that the reader can benefit from the majority view and not be misled by personal ideas of the few.

If you are thinking of leaving the rat-race, selling up, buying a boat and setting off round the world, you must buy this book.—K.M.

● When I was sailing round the world in 1958, a certain Sub-Lt Ouvry used to appear on my bridge from his electrical workshop from time to time possibly attracted by the laughter accompanying attempts to get various members of the

crew to 'shoot the sun' and see how well they had done by instant plotting of position lines using the rapid sight-reduction method. Did we plant a seed? Can this be the same . . . yes it is! And Philip Ouvry seems to have put together a good team with Pat Langley-Price. Their earlier book *Yachtmaster* was well received by students for that RYA/DoT qualification and I am sure that this new book **Ocean Yachtmaster—Celestial Navigation** (Adlard Coles, Granada, £12.95) will meet with equal acclaim.

They have not included the 'instant fix' technique in their book with good reason; it requires special equipment like a sidereal stopwatch and is well outside the syllabus for RYA/DoT Ocean Yachtmaster students at whom the book is directed. I hope, however, that they will not frighten off any student who opens the book at random and is confronted with such items as haversines, ABC or transverse tables which are also outside the RYA syllabus and which have been rendered obsolete for many years by the pre-computed Alt-A₂ tables and the electronic calculator. Apart from this, the instruction is excellent.

As a supplement to the earlier publication *Yachtmaster*, Pat Langley-Price and Philip Ouvry have also produced **Yachtmaster Exercises** (Adlard Coles, Granada, £6.95). It comes with a copy of exercise chart 5055 and contains a well chosen selection of test questions and worked examples.—K.M.

● The **VHF Yachtmaster** pack produced by Adlard Coles (£9.95) and also prepared by Pat Langley-Price and Philip Ouvry, provides all the information required by a small craft VHF operator. A well laid out booklet contains step by step instructions which are all clearly demonstrated on the accompanying cassette tape. Every aspect of VHF communications which may be required has been dealt with, including the rôle of HM Coastguard and the Coast Radio Stations. The booklet also contains a comprehensive set of the various regulations and publications likely to be needed.

The booklet requires two minor amendments, one factual and the other for clarity. Firstly, the statement in the third paragraph on page 16 is somewhat premature as the HM Coastguard VHF DF installation programme is only partially complete. Some centres, mostly in the southern part of the United Kingdom, have access to two VHF direction finders, though it is planned to extend this facility to each rescue centre during the next two or three years. Secondly, the regulations on page 49 could be clarified by adding 'or to communicate with the port operations service' to sentence number 8.

The examples on the tape are straightforward with no opinions or comments and a thorough knowledge of its contents should benefit all users of the system.—K.W.

Obituaries

IT IS with deep regret that we record the following deaths:

Mrs I. P. Macintyre, patron of Airdrie branch since its re-constitution in 1980. Mrs Macintyre served as the guild honorary secretary from 1930 to 1957 and as president from 1957 to 1980; she was awarded a framed picture in 1941, the gold badge in 1952 and the bar to the gold badge in 1967.

September, 1984

Ex-Provost Adam C. H. Todd, chairman of Girvan station branch since 1947; he was awarded a statuette in 1968 and the silver badge in 1984.

October, 1984

Mrs M. Saunders, president of Blyth ladies' guild since 1977. Mrs Saunders was a founder member of the guild in 1926 and served as honorary treasurer from 1934 to 1976; she was awarded the silver badge in 1961 and the gold badge in 1984.

Mrs Eva Sugden at 107 years of age. Mrs Sugden was a founder member of Spensborough ladies' guild in 1928 and for many years served as honorary secretary. She remained a member of the guild, taking great interest in all its activities.

November, 1984

Mrs Joan Field, president of Bridlington lifeboat luncheon club from 1981 to 1984. Mrs Field had been a member of the club since the 1960s and she had served as assistant honorary secretary from 1976 to 1977, speaker secretary from 1977 to 1978 and as chairman from 1978 to 1981.

Mr T. C. Hart, president of The Lizard-Cadgwith station branch since 1982. Mr Hart, a branch committee member since 1948, had served as vice-chairman from 1955 to 1976, honorary treasurer from 1957 to 1982 and chairman from 1976 to 1980; he was awarded the silver badge in 1967 and the gold badge in 1982.

Phillip Arthur May, a crew member of Padstow lifeboat for 27 years, serving as emergency mechanic from 1952 to 1972.

December, 1984

Captain Henry Beresford Harvey, who served as honorary secretary of Sennen Cove station branch from 1963 to 1975; he was awarded a Public Relations award in 1969, a barometer in 1974 and the thanks of the Institution inscribed on vellum in 1976.

* * *

The RNLi frequently receives memorial donations in lieu of flowers. Gifts recently received in memory of the late John Akroyd-Hunt, given to the lifeboat service at his own request, amounted to more than £800.

UNDER 16?

JOIN **STORM FORCE**

THE RNLI HAS JUST launched its new junior membership club, *Storm Force*. Aimed at young people under 16 years of age, *Storm Force* is designed to give youngsters a fascinating insight into the work of the RNLI. Individual membership costs £3 and group membership is open to a minimum of 10 members, at £1 each.

Each member will be sent a badge, special membership certificate, poster, stickers and a regular newspaper—*Storm Force News*—packed with exciting accounts of rescues, stories about lifeboat people, pictures and things to do. John Ryan, the creator of Captain Pugwash, has donated some of his cartoon strips and the newspaper will feature letters from *Storm Force* members themselves.

This journal should contain a leaflet with an application form, so if you know of a youngster who is keen to learn about lifeboats and the daring deeds of lifeboatmen, eager to enter competitions which might mean a trip in a lifeboat, is a collector of dynamic colour posters, badges and stickers and likes buying gifts and souvenirs, then get him or her to join *Storm Force* today.

If an application form is not enclosed, or it has already been used, fill in the coupon below and send it to STORM FORCE HQ, RNLI, WEST QUAY ROAD, POOLE, DORSET, BH15 1HZ.

If your class, youth club or other group all want to join, see the second coupon.

Application for individual member

I would like to join *Storm Force*.

I enclose a cheque/postal order for £3.

FIRST NAMES
(Block Capitals)
SURNAME

ADDRESS
.....
.....

POSTCODE

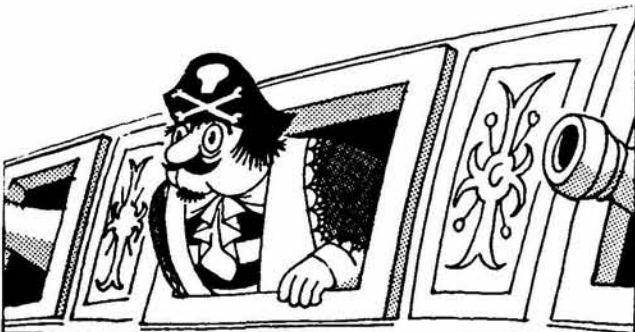
Group Membership

Groups of ten people or more are welcome to become group members of *Storm Force*. The group receives 2 copies of *Storm Force News*, one certificate, a badge and stickers for each member. Please send £1 for each member in the group. (Minimum £10)

NAME OF GROUP

GROUP ADDRESS

POSTCODE



Reproduced by kind permission of Radio Times and The Bodley Head

Shoreline Section

Shoreline Survey

A questionnaire has been sent out to two thousand Shoreline members with the aim of learning more about the membership to help with plans for future recruitment. The computer selected the two thousand at random, and there is, of course, no way that anyone can connect a reply to a person's name. The completed forms are totally anonymous. Many of the questionnaires have been returned and are now being analysed. The overall results will be reported in the next issue of THE LIFEBOAT.

News from the clubs

Are you a Shoreline member living in the West Midlands? If so, West Midlands Shoreline Club is happy to have you as a member. Their varied activities in 1984 were much enjoyed by members and plans for 1985 include a slide show about the recovery of the *Mary Rose*, an outing to The Mumbles lifeboat station and a visit to the National Lifeboat Museum and SS *Great Britain* in Bristol. Interested? Contact the RNLI at 16 Harborne Road, Birmingham B15 3AA, telephone: 021-454 3009.

Shoreline members in South Yorkshire and North Derbyshire are welcome to join Sheffield Shoreline Club. Since last March they have held a pea and pie supper and have had guest speakers on a variety of topics. Members have helped Sheffield branch with fund raising and interesting events are planned for 1985. Contact Ann Kisby, the secretary, at 16 Arnside Road, Sheffield S8 0UX. Telephone: Sheffield 583679.

Budding support

Mrs Eileen Gore's beautiful garden at Rowsham was where an enthusiastic new Shoreline member, Sally Masters, was able to organise a coffee morning with the help of Aylesbury and Winslow branches. The garden made a perfect setting and £338 was raised during the morning.

Nothing could persuade five-year-old Treve Davis to take a lift during an 11-mile sponsored walk in aid of Penlee lifeboat station. His proud grandfather, Shoreline member Mr L. C. Cornish of Penzance, sent in this photograph which was taken when Treve, having completed the course, was presented with his certificate to mark his achievement by Clive Bennetts, chairman of Penlee branch. Could he become one of the first members of the *Storm Force*? (See opposite).



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

I enclose subscription to join Shoreline as an:

- Annual Member £5.00 (minimum)
- Annual Family Membership £7.50 (minimum)
- Annual Member and Governor £15.00 (minimum)
- Life Member and Governor £150.00 (minimum)
- Send me details of how I can help with a Legacy

Name _____

Address _____

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



The bowls club of Britannic House, the London headquarters of British Petroleum, held an invitation tournament in August. It was in aid of the RNLI and this photograph shows the players launching their bowls towards the centre of the green at the start of the day. The sum of £213.27 was gratefully received by Lewisham branch as a result of the event.

photograph by courtesy of the Editor, BP Club News

Some Ways of Raising Money

Despite being so far away, the RNLI's **Hong Kong branch** works tirelessly to raise funds for the Institution. The committee members were thrilled, therefore, when HRH The Duke of Kent, the Institution's president, very graciously made time to receive them during a recent visit to Hong Kong. For over half an hour the Duke spoke to Mrs Helga McPhail, Mrs Paddy Wilson, John Wilson and Roger Draper, all founder members of the branch. The Duke of Kent signed two copies of the limited edition print of Penlee lifeboat *Mabel Alice*, drawn by Roger Draper and advertised in this issue. One of the branch's fund raising events was a midsummer night's pool party, held at HMS *Tamar*. Music was played by the Regimental Band, 1st Battalion, Cheshire Regiment. Later the Best O'British disco also kept dancers entertained. Drinks for the evening were donated by the Carlsberg Lager company. Fifty raffle prizes encouraged guests to buy tickets, the star prize being dinner for two on board the *QE2*, generously donated by Cunard. Michael Thomas QC, Attorney General of

Hong Kong, showed great patience in drawing all 50 prize-winning tickets. At the end of a very successful party, over £2,500 had been raised.

Mrs Irene Rushton, a committee member of **Tottington guild**, made soft toys and other items, raising £390 for branch funds. In addition, with the help of her husband, Mrs Rushton organised a dinner dance which raised £270. At another of the guild's events, an annual garden party at the home of Mr and Mrs Ratcliffe, Bury Soroptomists presented a cheque for £250 to Derek Hallworth, area organiser (North West).

Mr and Mrs Eric Hughes, landlords of the Live and Let Live Inn, Ipswich, and their three children are very lifeboat minded. Their two sons, Tom and Paul, together with daughter Bridget and her fiancé, Michael Parker, organised a 24 hour sponsored darts marathon last June. The family were delighted to hand a cheque for £560 to an equally delighted **Ipswich branch**. **Caistor branch** in Lincolnshire were also thrilled to receive a cheque for

£700, the proceeds from another darts marathon. The darts team from the White Hart Inn, Caistor, tried to score a million and one as quickly as possible, which they managed to do in 29 hours 30 minutes and 47 seconds. Dave and Mary Clark, landlords of the White Hart, kept the team well supplied with food and coffee.

The twelfth International Bird Man Rally, organised by Bognor Regis Lions Club, raised £2,000 for the RNLI last August. 65,000 people watched the contestants, serious and comic, attempting to fly further than 50 metres from the pier to win the £10,000 prize. The event was sponsored by Butlins who had taken out special insurance to cover themselves in case, for the first time, somebody did fly the distance. That somebody turned out to be West Germany's **Harold Zimmer** who flew 57.8 metres.

Branches in the south east district were very active in the summer of last year and as a result, a few fund raising records have been beaten: **Hythe branch** was one of the busiest, organising coffee mornings, flag week, a ball at Lympne Castle, a race night, valuation day and a Trafalgar Day breakfast, all of which helped to raise a tremendous £9,300 for RNLI funds.

Broadstairs ladies' guild has been busy too. For nearly four months it ran a lifeboat shop which made £3,146 and other fund raising activities brought in a further £1,100. **Broadstairs branch** raised £2,714 and a new Shoreline club is flourishing with nearly 100 members. The end of Chatham Dock Yard also looked to be the end of **Chatham branch**, but it has been recently re-

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Unmistakable, despite the Tam o'Shanter disguise, Ronnie Corbett takes the helm of Eyemouth's Waveney class lifeboat which brought him to Eyemouth to open the ladies' guild's first ever gala last August. It was linked to the annual lifeboat week; there were stalls, raffles and teas and children had great fun on a rope slide rigged up by the Coastguards. The final result of the week's activities was an impressive £3,000.

photograph by courtesy of D. M. Smith



At least a peck of pickled onions picked. Not by Peter Piper but by a worthy rival in Mrs V. J. Anderson who over the last few years has worked tirelessly, peeling and pickling her way to raising £600 for Fishponds branch, Bristol. She donates all the ingredients with three cwt of onions passing through her hands every year. At 77 years old, she also still finds time to stack newspapers and sort used postage stamps for the branch as well as holding open house for collectors on flag day.

Artist John Todd (l) admires some of the works on show at the exhibition he mounted for three days in October at the Lesser Town Hall, Llossiemouth. With him is another exhibitor, Mr McPherson who, along with all the other artists, agreed to pay 15 per cent commission to the RNLI on every painting sold. Tommy Summers, mechanic of Fraserburgh lifeboat and himself an artist, opened the show at a cheese and wine preview. One painting of a lifeboat, donated by the artist, raised £92 in a raffle and a grand total of £550 was made for Llossiemouth guild over the three days. photograph by courtesy of Studio Tyrrell



Percy and Elizabeth Blunden opened their garden to the public at Keepers Cottage, Lindfield, West Sussex, last July. It was a beautiful day and their magnificent garden was looking its best for the 597 people who came to enjoy it and the teas that were served. By the end of the day, £457 had been raised for the lifeboats.

The road between John O'Groats and Land's End is lined with gold—at least for charities it is. Andrew Jones (l) and Robert Denner (r), are seen here being given a send-off by the Lord Mayor of Swansea, Councillor Michael Murphy, before they catch a train bound for the northern tip of Scotland to begin their marathon bike ride to the western tip of Cornwall. The journey took ten days and took £1,272 in sponsorship for The Mumbles lifeboat appeal.



Confused? All those in lifejackets in this picture are not lifeboatmen—in fact, it is quite obvious that they are not even men. They are some of the staff of the Liscard, Wallasey, branch of Marks and Spencer who have helped to raise £1,600 for New Brighton lifeboat station and are seen here with their manager, Chris Glover (centre), presenting the money to real life members of the crew. photograph of courtesy of Bob Bird

Silence is golden. Rabbi Jonathan Romain (r), minister of Maidenhead Synagogue, took part in a sponsored non-sermon in August. He toured shops and offices in Maidenhead and told people he would give them a 30 minute sermon on the merits of the RNLI unless they donated a pound or more to the Maidenhead Advertiser's fund raising efforts on behalf of the local newspaper week lifeboat appeal. For many it was likely to be the only opportunity they would ever have of stopping a minister's sermon. Only once or twice did he have even to start to preach. He is pictured receiving a donation from local shopkeeper Keith Petty and his total collection came to a remarkable £250. photograph by courtesy of Maidenhead Advertiser



Three triumphant waves from (l to r) Dawn Moore, her husband Jon and Maggie Annat. They have just completed a remarkable 22 week circumnavigation of Britain by canoe. All three are instructors at Outward Bound Wales at Aberdovey and Dawn and Maggie are the first women to achieve the round trip. The sponsorship they raised for completing the course has produced £1,000 for the RNLI and £1,000 for the Outward Bound Trust.

photograph by courtesy of Hull Daily Mail



'It's a bit big now, but you'll grow into it in a year or two'. In fact, this is Coxswain Joseph Sassoon of Kirkcudbright showing young Ian Thomson what it is like being dressed up like a lifeboatman. He brought the clothing with him when he was invited by Glenkens lifeboat guild to draw the raffle tickets at an art exhibition and cake sale in New Galloway Town Hall. Some of the paintings by local artists were for sale and there was also a competition for children's paintings. The event made £300 for the RNLI.

formed and in its first house to house collection raised £1,016, more than trebling its previous best total in 49 years of existence.

Southborough branch added extra impetus to its flag week in 1984, raising over £1,159, a fifty per cent increase on the previous highest sum. Although only formed in 1982 **Faversham branch** is showing that it too knows how to raise money; £2,473 was the result of a very successful flag week, a Martell evening and a barbecue at Hollowshore. In 1981 a new committee was formed in charge of fund raising for **Sittingbourne and District branch**. Since that time the branch's very enthusiastic members have amassed over £13,500.

In September **Holsworthy branch** held a wine and cheese evening. Entertainment was provided, free of charge, by a country and western duo, The Sundowners. Local BBC Radio Devon personality Douglas Mounce was compère for the evening. The event raised £446 and was much enjoyed by all who attended.

When asked to supply a complete set of Admiralty charts for a London shipbroker, staff at Shell were able to oblige with the charts of the recently scrapped tanker *Acavus*. Having declined payment and suggested instead the gentleman might like to donate money to the RNLI, Shell was very pleased to pass on £500 to the Institution.

To add to the Royal Fleet Auxiliary's fund to buy a lifeboat to commemorate RFA *Sir Galahad*, lost during the Falkland's campaign, the ship's company from RFA *Olna* donated £2,290 when the ship returned from four and a half months in the South Atlantic. The cheque was handed over by BBC Spotlight presenter Sue King to Captain

Gordon Butterworth, president of the fund. Ian Keith, an executive officer in the Ministry of Defence, raised £1,101.42 in sponsorship money when he ran the London marathon in May last year. This money has also been donated to the *Sir Galahad* appeal.

In 1967 ex-lifeboat motor mechanic James Mitchell opened a museum in **Portpatrick** to sell souvenirs and maintain his links with the RNLI. In its first year the museum raised £700. In 1972 James Mitchell's daughter, Mrs Patsy Milligan, took over the running of the museum after his death. Since 1967 the museum has made about £50,000 profit and lifeboat week, first held in 1974, has made £10,000. **Kings Lynn branch** was also founded in 1967 and since that time the branch has raised over £23,000. One of the founding members, Mrs Eleanor Smith, is now in her eighties and is still a keen supporter of the RNLI.

Totton and District branch had a souvenir stand at the three day Netley Marsh steam engine rally. The canvas overhead cover, normally used to keep branch members dry, last year prevented them all from getting sunstroke. At the end of the rally over £748 had been raised. The branch's 1984 house to house collection and flag day showed a 60 per cent increase on the 1983 total with £1,600 being collected.

At the 1984 Southampton boat show held in September, Vice-Admiral Sir Peter Compston, a deputy chairman of the RNLI, received a cheque for £7,000 from Tim Powell, chairman of the round Britain powerboat race organising committee. During the race, run in July, powerboat crews decided to use the event to raise money for the Institution and well over 1,000 individuals and companies responded to the appeal and sponsored boats. The crew of the Henderson for Doors powerboat raised the



Burrows Caravan Site at Horton on the Gower Peninsula has, for several years, held a sports day in aid of Horton and Port Eynon lifeboat. Under the direction of Reg James (l), a paraplegic, and his helpers, the event raises over £500 each year. The photograph shows Reg James handing this summer's takings to Walter Grove, honorary secretary of Horton and Port Eynon lifeboat station.

photograph by courtesy of South Wales Evening Post

largest amount of money and Sir Peter presented them with an RNLI shield and a magnum of champagne donated by Champagne Mumm.

Summer is the season of flag days and house to house collections, and many branches had record results in 1984: **Hitchen branch's** flag day raised a total of £935.77. Included in this amount was an anonymous donation of £100 made by a local firm. **Tenby ladies' guild**

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Boxing clever: Les Brunskill of Alvaston, Derby, makes bird boxes and sells them for £2.50 each, all of which goes to the RNLI. He has made no fewer than 185 of them so far, at a total value of £462.50. He charges nothing for the materials and sells them himself and through Littleover and Ilkeston branches. His target is £500 for the Institution but will go on making them for as long as there is a demand.

photograph by courtesy of Derby Evening Telegraph



A floating batmobile that could have done with being able to fly. Shoreline member Mr K. Kendall's entry in last summer's South Ribble raft race had, for much of the seven mile course, to be carried and pulled along the drought affected river. It took the crew two hours and fifty minutes but their efforts were well rewarded in sponsorship for the RNLI which amounted to £150.



The stand that says it all. Dot Emblin, Molly Walter and Mary Slocombe (l to r) of the newly formed North Walsham branch on duty behind their souvenir stall at the Worstead Festival in September. They made £444 during their time there.



In at the deep end: Coxswain Richard Davies of Cromer (r) demonstrates the depths to which he will sink in order to collect money for the Cromer lifeboat appeal. The East Anglian branch of the British Sub-Aqua Club held a sponsored snorkel swim in Norwich and raised an impressive £625. The deep end of Cromer Country Club swimming pool seemed—to the club members at least—an appropriate place to hand the money over.



An indication of the interest aroused by Staithes and Runswick lifeboat weekend last July. It all began with a traditional nightgown parade on the Friday evening through Staithes, led by a jazz band. The next day Staithes and Runswick and Whitby lifeboats exercised with an RAF helicopter in the bay and an RAF Bulldog aircraft gave a display. There were stalls and sideshows, a fancy dress competition and a fireworks display on the beach. The weekend was a huge success and a £3,000 profit was the result.

photograph by courtesy of Whitby Gazette



To commemorate the RNLI's 160th year, an amateur radio station was set up for a weekend in August at Clacton lifeboat station, thanks to the co-operation of the crew and honorary secretary. Its 12 operators were drawn from Harlow Radio Club and Haverling and District Radio Club; they made 581 contacts and reached amateur radio stations as far away as Norway, Russia, Switzerland and Italy. The picture shows Terry, G6CNQ, at the controls in the foreground and the event's organiser Keith, G3WRO, beyond him. Goodwill generated by the event meant that £260 was received by the RNLI from friends and associates of the operating team.

organised its flag day throughout the Tenby and Saundersfoot areas and collected a tremendous £4,825; one of its collectors, Jack Thomas, chairman of Tenby management committee, travelled on the first boat to Caldy Island every day for the whole of lifeboat week and collected money from visitors to the Island. Tiring though the daily journey was, Mr Thomas was well rewarded with £747.31 in his collecting boxes. **Islay's** lifeboat week coincided with the station's 50th anniversary celebrations and included many special events, such as a Scottish country dance, fashion show, a concert, gala day and an anniversary ball. At the end of the week's celebrations, nearly £3,000 had been raised.

The Blue Bell Inn at Smallwood, Cheshire, is well inland but still manages to give great support to the Institution. Over the last five years the inn has collected £500 which has been forwarded to **Alsager guild**, members of which recently visited the Blue Bell to give further encouragement to its landlords, Mr and Mrs Robert Slack.

A locally organised Songs of Praise is fast becoming an annual event at Charlestown Harbour, St Austell, with many people, locals and visitors alike, taking part with great enjoyment. It was the idea of **St Austell branch** committee member, Ron Kirkham, who, although not one himself, knew a Cornishman's love for singing. A collection made during last year's event amounted to £300 for the Institution.

To thank house to house collectors and other helpers of **Hoylelake ladies' guild**, Mrs Mary Neal, president, invited them all to her house for a coffee morning on June 11, 1984. Rear Admiral W. J. Graham, director, was guest speaker, keeping the 80 ladies present well entertained with stories from his Naval past. During the last year Hoylelake guild raised £4,728, of which £2,934 came from house to house collections.



On your bike: Harry Brown, setting off from Sunderland, only to return there 7 hours, 48 minutes and 41 seconds later having covered 154 miles on the way to York Minster and back. Sponsors were asked to estimate the time he would take and the winner, only 13 seconds out, won herself a weekend holiday for two in the Yorkshire Dales, kindly donated by Trust House Forte Ltd. Peter Cordnell, manager of the Washington Post House Hotel, is seen (l) bidding Harry bon voyage with Gerry Finn, honorary secretary of Sunderland lifeboat station. The bicycle trip raised £238.50 for Sunderland branch.

During the Stamps and Hobbies Exhibition held at HM Prison Dartmoor over August Bank Holiday weekend last summer, a cheque for £1,500 was presented by the deputy governor, Tony Murphy, to Dave Garrett, the honorary secretary of **Appledore station branch**; it was the second such generous gift to be made to Appledore in the year by the staff and inmates of Dartmoor Prison who are combining in a voluntary scheme to sort stamps and make them up into packets to be sold to help the RNLI. All used British or foreign stamps which can be sent will be 'grist to the mill' for this imaginative scheme; they should be addressed to Senior Officer Les Blake, HM Prison Dartmoor, Princetown, Yelverton, Devon PL20.

During the summer *TV Times*, in conjunction with Central Television, ran the competition: *TV Times* Star Family Challenge. Young members from 20 show business families competed against each other in a series of sporting disciplines; swimming, car driving, uni-cycle riding and racing the clock over a commando-type assault course. Points gained were turned into pounds for the charity of the family's choice. Fourteen-year-old John Wilson, son of former world darts champion, Jocky Wilson, competed on behalf of the RNLI and made £180.

Olympic class rowing was recently organised by Carlo and Adrian Genziani, landlords of The Mariners public house, Frensham. All was not quite what it seemed, however, because the rowing was on a video cassette; the event was the British gold medal winning performance in the coxed four race. Altogether 25 Olympic oarsmen and women attended the luncheon showing which raised £150 for **Farnham branch**. Adrian Genziani himself competed in Los Angeles in the coxed pair rowing event. Farnham branch also benefited from another nautical race, this time the round Britain powerboat

race. Paul Rutherford, navigator on the Puffa Duvet Clothing entry, was sponsored throughout the race. More than 370 people sponsored Paul; it was a mammoth task contacting them all but the hard work was well rewarded when £750 was collected.

By calling on all local branches and guilds, **Birmingham branch** was able to have six collectors on duty at the city shopping centre every day for a week from 8am to 6pm. The branch was able to put on the display by kind permission of the centre's owners, Norwich Union, and featured an Atlantic 21 and D class lifeboat. At the end of the week a magnificent total of £2,661 had been collected.

Pupils from Abbots Farm Middle School, Rugby, took part in a competition to design a charity collecting box. The boys and girls made a marvellous RNLI collecting box, complete with lifeboathouse, slipway and a lifeboat which is launched as the money drops in to the box. The school's entry was among the top prize winners and received £20 in prize money.

One of the many windsurfing schools and clubs which gave tremendous support to Tim Batstone during his sponsored windsurf around Britain in aid of the RNLI, was B. I. S. Mercers Park

Landing an 11lb 9/4oz eel cannot be the easiest thing in the world, but 11-year-old Barry Davies (l) managed it and won £100, a fishing rod and other prizes by beating all comers at the Bognor Regis Amateur Angling Society's fishing festival last summer. The picture shows him receiving his booty from Keith Williams of Corina Cleaning Services, one of the sponsors of the festival which netted £300 for Bognor Regis branch.





Dogged determination shows on the face of Elsa the Great Dane. She (along with her owner Rex Bolton, honorary treasurer of Telford South branch), is on her way to completing the 12 kilometre Telford charity trek and raising £57 in sponsorship for the RNLI. The trek is an annual event organised by the Rotary Club of Ironbridge and Telford Athletic Club and entrants are invited to take part on behalf of the charity of their choice. Other walkers for the RNLI were Mrs Ruth Worsley, branch honorary secretary, Mrs Linda Chapman, chairman, Brian Jackson, his wife Anne and Gilbert Jarvis. Altogether they brought in £186.25.

photograph by courtesy of Shropshire Star

Windsurfing Club in Redhill, Surrey. The club raised over £1,400 which earned them top prize in a national competition between clubs. At a special presentation evening, held at Lancelyn Country Club in September, Tim Batstone handed over the club's prize, a giant bottle of Charles Heidsieck champagne. The club's chairman, Ian Russell, was one of the top five individual fund raisers in the country and won himself a sailboard.

For three successive years Sarah, (aged 15) and Julia Mellors (12) have organised a fête in aid of the RNLI at Trimley St Martin near Felixstowe. This year's fête raised £392 and in total all three have raised £937.90.

Although they are fairly small events, the beetle drives organised by Mrs Joyce Pither, a Croydon branch member, and her husband, are proving to be very popular and successful fund raising events. Six such drives have been organised so far, bringing in a total of £421, and more are planned for the future.

Mrs Mildred Gugula, honorary secretary of Wood Green branch, organised a small Michaelmas supper party at her

home in September last year. Twenty-five people attended the party and £62.85 profit was made.

To ensure good takings and good relations with its collecting box holders, Yateley branch has thought of two ideas. A competition is run between public houses with collecting boxes to see who can raise the most, and at Christmas time, each box holder is sent a Christmas card thanking them for their support.

The Institution was £935.25 better off after a cheque for that amount was presented to Rear Admiral W. J. Graham, director, outside Clovelly lifeboat station. Daniel Campbell-Garnett, who presented the cheque, along with 29 others canoed for sponsorship from Hartland to Lundy and then on to Clovelly. They camped overnight on Lundy and paddled the 16 miles back to Clovelly the following day.

A series of lectures on small boat radar may not immediately spring to mind as a fund raising event, but such a series, organised by the RYA and Mars Marine Systems, raised £629.63, the money coming from the sale of tickets for the lectures.

At the National Inland Waterways Rally, held over a weekend in August 1984, Coventry ladies' guild was generously given a free stand by the organisers. Over 700 boats attended the rally; there were long boats and narrow boats and barge owners in 1890 period costumes. More than 10,000 visitors were attracted each day. Through the sale of lottery tickets, souvenirs and white elephant items, the guild raised £920 over the three days of the rally.

Small though the seaside town of Hunstanton may be, its fund raising results belie the town's size. A coffee morning held in June last year at the home of guild chairman Mrs R. D. Clark raised over £500 in just an hour and a half. The flag day raised £839.72 with a further £717.79 coming from souvenirs. In all, the guild raised about £12,000 in the last financial year.

A garden party, held annually at the same house for nearly 20 years, which has even survived a change of ownership of the house, was organised by Croston branch. The property is now owned by the parents of Bill Beaumont, former captain of England and British Lions rugby teams, and Bill Beaumont himself was present this year.

By selling nearly new clothes from her stall in the courtyard of the Angel Inn, Bungay, Dinky Payne was able to raise £1,000 for the Cromer lifeboat appeal. The money was made in just three and a half weeks and the result is all the more remarkable because Dinky was also able to give £1,000 cheques to

the Disabled Association and the League of Friends. Bungay branch itself, by a special effort, raised £500 for the Cromer appeal and both cheques were received, with obvious gratitude, by Jim Smith, Cromer's station honorary secretary.

As a special way of saying thank you to the collectors who helped raise £1,866 during Hull's flag day, a trip to Humber lifeboat station was organised. Two of the visitors to the station were Mrs Fullerton and her grand-daughter Lisa Jewell who collected over £104 on lifeboat day.

Bob Crosse, a regular visitor to the Cross Inn, Tisbury, had half his beard shaved off and had to live with only the other half for a week. At the end of seven days he was able to announce he had raised £32 for the RNLI through sponsorship.

Mrs Edie Barker, a bicycling grandmother from Burnham, and her cycling companion, 19-year-old Julie Ponder, raised £350 on a sponsored ride round the Dengie Hundred. The journey took the two women from Burnham to Bradwell, then on to Maldon, where the sponsor forms were signed at the police station, before returning to Burnham. The money was divided equally between Burnham Day Centre and the local RNLI branch.

A sponsored water ski marathon over 26.5 miles was held in near perfect conditions in Aberdovey river estuary on July 7, 1984. Each of a number of teams was sponsored and when all the money was collected in, just over £2,000 had been raised. A cheque was presented to Searson Thompson, president of Aberdovey guild, by Mike Brannigan, promoter of the event.

As part of Redcar carnival week last August, the Zetland museum, the main exhibit of which is the Zetland, the oldest surviving lifeboat, held an open day with guided tours for visitors and tea facilities. It turned out to be a very busy day with 540 people visiting the museum and £150 being raised.

A rejuvenated Teignmouth branch, increased its flag week total from £183 in 1983 to £905 in 1984. A wide variety of functions helped the branch to send £6,000 to RNLI headquarters during its last financial year.

Heworth ladies' guild held a cheese and wine and meat demonstration evening at St William's College, York, in September 1984 and raised over £440. The evening included a demonstration of cutting and cooking meat by Richard Hudson, whose family business in Heworth village celebrated its 50th anniversary in 1984. J. W. Hudson, Butchers, also donated a whole lamb to the Yorkshire Evening Press to raise funds for the local newspaper week lifeboat appeal.

Lifeboat Services

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had become disabled when her propeller had fallen off. She had been blown close to some rocks and the lifeboat towed her clear. The two men were then taken aboard the lifeboat and the power boat towed to Girvan. Harbour was reached at 2245 and after the two men had been landed, the lifeboat was remoored, ready again for service at 2300.

Lifeboat Services, June and July, 1984

Services for August 1984 will be reported in the spring 1985 journal

Aberdeen, Aberdeenshire
54ft Arun: July 29
D class inflatable: June 18

Aberdovey, Gwynedd
Atlantic 21: July 13, 28 and 29

Abersoch, Gwynedd
Atlantic 21: June 23 (twice), July 2, 15 and 19

Aberystwyth, Dyfed
C class inflatable: June 1 (twice), 9 (twice), 10, July 6, 27, 28 (three times) and 29 (twice)

Aith, Shetland
52ft Barnett: July 26

Aldeburgh, Suffolk
37ft 6in Rother: June 19
D class inflatable: June 30

Alderney, Channel Islands
33 ft Brede: June 6, 18, 25, July 1, 12 and 28
Relief 33ft Brede: July 18

Angle, Dyfed
46ft 9in Watson: July 15

Appledore, North Devon
47ft Watson: June 11, 28, July 18 and 29 (twice)
Atlantic 21: June 10, 21 (twice), 28, July 8, 13, 16, 18, 24 (twice) and 29 (three times)

Arbroath, Angus
D class inflatable: July 29

Arklow, Co Wicklow
42ft Watson: June 27

Arran (Lamlash), Buteshire
D class inflatable: June 3, 10, 12, July 22 and 25

Arranmore, Co Donegal
52ft Barnett: June 3, 6, 15, July 20, 29 and 31

Atlantic College (St Donat's Castle), South Glamorgan
Atlantic 21: June 22 and July 27

Baltimore, Co Cork
48ft 6in Oakley: July 23 and 28

Bangor, Co Down
D class inflatable: June 10 (twice), 30, July 14 and 30

Barmouth, Gwynedd
37ft 6in Rother: June 3 and 23
D class inflatable: June 1, 3, 22, July 8, 22, 28 and 29

Barra Island, Inverness-shire
48ft 6in Solent: June 16 and July 21

Barrow, Cumbria
46ft 9in Watson: June 25, July 15 and 22
D class inflatable: June 3, 11, July 1, 15 and 27

Barry Dock, South Glamorgan
Relief 44ft Waveney: July 8, 14 and 24

Beaumaris, Gwynedd
Relief Atlantic 21: June 1 and 4
Atlantic 21: July 10 and 19

Berwick-upon-Tweed, Northumberland
Relief Atlantic 21: July 22 and 30

Blackpool, Lancashire
D class inflatable: June 1, 8 (twice), 23 (twice) and July 8

Borth, Dyfed
D class inflatable: June 3, July 8, 9, 13, 24 and 29

Bridlington, Humberside
D class inflatable: June 13

Brighton, East Sussex
Atlantic 21: June 5, 8, 10, 11 (twice), 16, 24, 25 (twice), 27, July 8, 15, 21, 24 (four times) and 28 (three times)

Broughty Ferry, Angus
52ft Arun: June 24 and July 1
Relief D class inflatable: July 1, 7, 12, 14, 22, 25 and 31

Buckie, Banffshire
52ft Arun: July 21

Bude, Cornwall
D class inflatable: July 9

Burnham-on-Crouch, Essex
D class inflatable: June 30

Burry Port, Dyfed
D class inflatable: June 17 and July 15

Calshot, Hampshire
40ft Keith Nelson: June 3, 19, 20, 27 and July 13
Relief 33ft Brede: July 27, 28 (twice), 29 (twice) and 30

Campbeltown, Argyllshire
52ft Arun: July 15 and 20

Cardigan, Dyfed
Relief D class inflatable: July 8, 16, and 29

Clacton-on-Sea, Essex
Relief 42ft Watson: June 10
D class inflatable: July 12 and 15 (twice)
Relief D class inflatable: July 21

Clovelly, North Devon
70ft Clyde: June 30 (twice)
70ft Clyde's inflatable: June 2 and July 10

Conwy, Gwynedd
Relief D class inflatable: June 1, July 10 and 16

Craster, Northumberland
D class inflatable: July 12

Criccieth, Gwynedd
C class inflatable: July 11 and 24

Cromer, Norfolk
48ft 6in Oakley: July 12, 13 and 24
D class inflatable: June 24, July 8, 12 and 29

Cullercoats, Tyne and Wear
C class inflatable: June 19, July 2 and 22

Donaghadee, Co Down
44ft Waveney: June 5, 8, 10, 13, 28, July 1, 8, 11, 14, 19, 21 and 30

Douglas, Isle of Man
Relief 46ft 9in Watson: July 15 and 22

Dover, Kent
50ft Thames: June 17 and July 10

Dunbar, East Lothian
D class inflatable: July 30

Dungeness, Kent
37ft 6in Rother: June 5

Dun Laoghaire, Co Dublin
44ft Waveney: June 2, 3, July 23 and 24

Dunmore East, Co Waterford
Relief 44ft Waveney: July 15

Eastbourne, East Sussex
37ft 6in Rother: June 9, 15, 30, July 26 and 31
Relief D class inflatable: June 2, 9 (twice), 18, 27, July 1, 2, 3, 8 (twice), 15, 19, 27, 28 (twice) and 29 (twice)

Exmouth, South Devon
Relief 33ft Brede: June 1 and 5
Relief D class inflatable: June 6, 18 and 26
D class inflatable: July 26 and 28 (twice)

Eyemouth, Berwickshire
44ft Waveney: July 1, 8 and 15 (twice)

Falmouth, Cornwall
52ft Arun: July 11
Relief 18ft 6in McLachlan: June 11, 15, July 9 and 30

Filey, North Yorkshire
37ft Oakley: June 7, 22 and July 2
D class inflatable: June 2, 6, 16, 19, 27, July 2, 8 (twice), 15, 24, 29 (twice) and 30

Fishguard, Dyfed

Relief 52ft Arun: June 27, July 12 and 15

Flamborough, Humberside
37ft Oakley: June 7 (twice), 23, July 2 (twice) and 19 (twice)

Fleetwood, Lancashire
44ft Waveney: June 3, 30 and July 29
D class inflatable: July 23

Fowey, Cornwall
33ft Brede: June 13 and 27

Fraserburgh, Aberdeenshire
48ft 6in Solent: June 2, July 1, 6 and 29

Galway Bay, Co Galway
52ft Barnett: June 6, 24, July 2 and 13

Girvan, Ayrshire
33ft Brede: June 15, July 1 and 5

Great Yarmouth and Gorleston, Norfolk
44ft Waveney: June 18, 19, 20, July 13 and 18
Atlantic 21: June 18, July 9, 13, 16, 25 and 29

Hartlepool, Cleveland
Atlantic 21: July 3 (twice), 8, 14 and 15 (twice)

Harwich, Essex
44ft Waveney: June 1, 3, 8 and July 11
Atlantic 21: June 24, July 17, 24 and 30

Hastings, East Sussex
37ft Oakley: June 5 and 14
D class inflatable: June 14, 27, July 2, 8, 13, 14, 16 and 29 (twice)

Hayling Island, Hampshire
Atlantic 21: June 10 (twice), 25, 29, 30, July 1, 19, 28 and 29 (twice)

Helensburgh, Dunbartonshire
Atlantic 21: June 16, 20, July 1, 10, 20, 21, 27 (twice) and 28

Holyhead, Gwynedd
44ft Waveney: July 12
Relief D class inflatable: July 24 and 27

Horton and Port Eynon, West Glamorgan
D class inflatable: June 23 and July 8

Howth, Co Dublin
Relief 46ft 9in Watson: June 17, 21, July 10 (twice), 23 and 24
D class inflatable: July 29 (twice)

Humber, Humberside
Relief 52ft Arun: June 10, 11, 17, July 1 and 25
54ft Arun: July 12, 15, 17, 19, 22 and 28

Hunstanton, Norfolk
Atlantic 21: June 14, 26, July 8, 14 and 24

Ilfracombe, North Devon
37ft Oakley: July 30

Islay, Argyllshire
50ft Thames: June 27

Kinghorn, Fife
D class inflatable: July 10 and 28

Kippford, Kirkcudbrightshire
D class inflatable: July 15

Largs, Ayrshire
Atlantic 21: June 3 and 10
Relief Atlantic 21: June 26, 30, July 3, 5, 21 (three times), 22 and 30 (twice)

Lerwick, Shetland
Relief 52ft Arun: June 27 and 28

Little and Broad Haven, Dyfed
D class inflatable: July 1, 8 (twice), 17 and 21 (twice)

Littlehampton, West Sussex
Atlantic 21: June 2, 13 (twice), July 7, 8 (four times), 11, 15, 16, 22 (three times), 28 and 31 (twice)
Relief Atlantic 21: June 25, 30 and July 3

Littlestone-on-Sea, Kent
Atlantic 21: June 12, July 24 and 27

Llandudno (Orme's Head), Gwynedd
D class inflatable: July 10, 23 and 28 (twice)

Lochinver, Sutherland
52ft Barnett: June 1, 22 and July 13

Lowestoft, Suffolk
47ft Watson: July 9, 10 and 20

Lyme Regis, Dorset
Atlantic 21: June 3, 25, July 16, 22, 23, 27 and 31

Lymington, Hampshire
Relief Atlantic 21: June 10

Mablethorpe, Lincolnshire
D class inflatable: June 12, July 25, 30 and 31 (twice)

Mallaig, Inverness-shire
52ft Arun: June 2 and July 23

Margate, Kent
37ft 6in Rother: June 14
D class inflatable: June 16, 21 and July 4
Relief D class inflatable: July 12, 15, 19 and 26

Minehead, Somerset
Relief Atlantic 21: June 10 (twice) and July 15
D class inflatable: June 10 (twice)

Moelfre, Gwynedd
D class inflatable: June 25

Morecambe, Lancashire
D class inflatable: June 10, 12, July 4, 13, 22, 23 and 25

Mudford, Dorset
C class inflatable: June 9, 10 (three times), 23 July 11 and 31

The Mumbles, West Glamorgan
D class inflatable: June 3, 4, 9, July 15, 17 and 29

Newbiggin, Northumberland
Atlantic 21: June 3

Newcastle, Co Down
37ft Oakley: June 3

Newhaven, East Sussex
44ft Waveney: June 10 (three times), 30 (three times), July 15, 22 (twice) and 31 (twice)

Newquay, Cornwall
C class inflatable: June 1, 12, 16, July 23, 25, 28 and 29

New Quay, Dyfed
D class inflatable: June 1, 15, July 12 and 24

North Berwick, East Lothian
D class inflatable: June 12, 29, July 21 and 26

Oban, Argyllshire
33ft Brede: June 11, 12, 22, 26, 28, July 5, 22, 23, 29 and 30

Padstow, Cornwall
Relief 46ft 9in Watson: July 19
Relief 52ft Barnett: July 29

Peel, Isle of Man
Relief Atlantic 21: June 7, July 15 and 16

Penarth, South Glamorgan
D class inflatable: June 10 (twice), 11, 20, 29 and July 8

Penlee, Cornwall
52ft Arun: June 2

Plymouth, South Devon
Relief 44ft Waveney: June 7, July 8, 12, 15 (twice) and 19

Poole, Dorset
33ft Brede: June 9, 24 and July 11
Dell Quay Dory: June 1, 4, 23, 24 and July 23 (twice)

Portaferry, Co Down
C class inflatable: June 2, 3, 12, July 1 (four times) and 8

Porthcawl, Mid Glamorgan
D class inflatable: June 23 (twice), 24 (twice), July 1, 8, 21 and 29 (twice)

Porthdinllaen, Gwynedd
Relief 46ft 9in Watson: July 11, 19 and 29

Port Isaac, Cornwall
D class inflatable: June 30, July 14 (twice), 19 and 29

Portpatrick, Wigtownshire
47ft Watson: June 1, 29, July 18, 19, 23 and 30

Portrush, Co Antrim
52ft Arun: July 9

Portsmouth (Langstone Harbour), Hampshire
Atlantic 21: June 3, 9, July 7, 10, 22 and 29
D class inflatable: June 23, 25 and July 15

Port St Mary, Isle of Man
54ft Arun: July 15
D class inflatable: July 22

Pwllheli, Gwynedd
D class inflatable: June 7, 10 and July 1

Ramsey, Isle of Man
37ft Oakley: July 2 and 22

Redcar, Cleveland
37ft Oakley: June 4 and 28
Relief D class inflatable: June 3, 15 and 24
D class inflatable: July 28

Rosslare Harbour, Co Wexford
52ft Arun: June 25, July 20, 21, 22, 24 and 25 (twice)

Rye Harbour, East Sussex
D class inflatable: July 15, 24 and 30 (twice)

St Abbs, Berwickshire
C class inflatable: July 1 and 8

St Agnes, Cornwall
Relief D class inflatable: July 8 and 29

St Bees, Cumbria
D class inflatable: June 25 and July 30

St Catherine, Channel Islands
C class inflatable: June 10, 19, 22 and July 21

St Helier, Channel Islands
44ft Waveney: June 9 (four times), 10 (three times) and July 14

St Ives, Cornwall
37ft Oakley: June 24
D class inflatable: June 1, 23, 24, 27 (three times), July 17, 28 and 29 (twice)

St Mary's, Isles of Scilly
52ft Arun: July 9 and 29

St Peter Port, Channel Islands
52ft Arun: July 4 and 14

Scarborough, North Yorkshire
37ft Oakley: June 23
D class inflatable: June 10, 12, 15, 16 and July 30

Selsey, West Sussex
47ft Tyne: June 18 and July 13
D class inflatable: June 13, 25 and July 13

Sheerness, Kent
44ft Waveney: July 18 (twice), 21 and 23
D class inflatable: June 2, 20, 25 and July 23

Sheringham, Norfolk
Relief 37ft Oakley: July 24

Shoreham Harbour, West Sussex
37ft 6in Rother: June 9, 10, 29, July 11 and 27
D class inflatable: June 2, 7, 10 (twice), 22, 29 and July 15
Relief D class inflatable: July 24 (twice)

Skegness, Lincolnshire
Relief 37ft Oakley: July 1
37ft Oakley: July 24
D class inflatable: June 1, 3, 10, July 1 (twice), 10, 17, 24, 27 (twice), 30 and 31 (twice)

Skerries, Co Dublin
D class inflatable: June 3, 4, 8 (twice), July 15 and 29

Southend-on-Sea, Essex
Atlantic 21: June 30, July 20, 22 (twice) and 28
D class inflatable: June 25, 27, July 7 and 8 (twice)

Southold, Suffolk
Atlantic 21: June 14

Staithe and Runswick, North Yorkshire
Atlantic 21: June 21, July 28 and 31

Stornoway (Lewis), Ross-shire
52ft Arun: June 11, 16, 24 and July 7

Stromness, Orkney
52ft Barnett: June 4
Relief 52ft Barnett: June 16

Sunderland, Tyne and Wear
D class inflatable: June 18, July 7, 8 (twice), 15, 17, 27, (twice) and 28

Swanage, Dorset
37ft 6in Rother: June 2, 3 (twice), 25, 30, July 1, 7, 13, 16, 22, 27 (three times) and 30 (twice)

Tenby, Dyfed
46ft 9in Watson: June 9 and July 23
D class inflatable: June 2, 3 and 9 (three times)
Relief D class inflatable: June 27, July 1, 3, 7, 8, 16 (three times), 18, 28 and 31

Tighnabruaich, Argyllshire
D class inflatable: June 22

Torbay, South Devon
Relief 52ft Arun: July 2 and 24
18ft 6in McLachlan: June 17

Trearddur Bay, Gwynedd
D class inflatable: July 8 and 12

Troon, Ayrshire
44ft Waveney: June 3, 11, 19, 24 (twice), 27, July 4, 5, 7, 19 (twice) 20, 22 and 25

Tynemouth, Tyne and Wear
52ft Arun: July 2
D class inflatable: June 6

Valentia, Co Kerry
52ft Arun: June 29, 30, July 10, 14, 19 and 25

Walmer, Kent
37ft 6in Rother: June 17
D class inflatable: June 20 and 23 (twice)

Walton and Frinton, Kent
48ft 6in Solent: June 3, 9, 10, 23, 25 and July 29 (twice)

Wells, Norfolk
D class inflatable: June 17, July 3 and 31

West Mersea, Essex
Atlantic 21: June 1, 2, 14, July 1, 11, 17 (twice), 18 and 30

Weston-super-Mare, Avon
Atlantic 21: June 1 (twice), 2, 3, 9, 24, July 1, 8 (three times), 19 and 25
Relief D class inflatable: June 1, 2, 9, July 1 and 8 (four times)

Weymouth, Dorset
54ft Arun: June 1, 24, July 10, 13, 18, 20, 21, 22, 24 and 31

Whitby, North Yorkshire
44ft Waveney: June 6 (twice), 22, July 6, 18 and 29
D class inflatable: June 16, 26, July 4, 15 and 29

Whitstable, Kent
Atlantic 21: June 8, 16, 17, 24, 28, July 4, 5 and 8

Wick, Caithness
Relief 48ft 6in Solent: June 25

Wicklow, Co Wicklow
42ft Watson: June 4 and 24
Relief 42ft Watson: July 31

Withernsea, Humberside
D class inflatable: June 6, July 1 and 8

Workington, Cumbria
47ft Watson: July 6

Yarmouth, Isle of Wight
52ft Arun: June 9 and July 14

Youghal, Co Cork
Atlantic 21: June 18, 23, 26, July 1, 2, 3 and 29

On Passage
46ft 9in Watson ON 929: June 10 (twice)
Relief 52ft Arun ON 1086: June 23
52ft Arun ON 1076: June 24
47ft Tyne ON 1075: July 7
33ft Brede ON 1087: July 27
52ft Barnett ON 952: July 28

SERVICES AND LIVES RESCUED BY THE RNLI'S LIFEBOATS

January 1, 1984, to September 30, 1984: Services 2,815; lives rescued 930

THE STATION FLEET

(as at 30/9/84)

256 lifeboats, of which one 18ft 6in McLachlan and 60 D class inflatable lifeboats operate in summer only

LIVES RESCUED 111,388

from the Institution's foundation in 1824 to 30/9/84, including shoreboat services

Calling all collectors

There are still available a few limited edition, bone china plates commemorating the centenary of Walton and Frinton lifeboat station. The plate has a 24-carat gold rim and depicts the station's 48ft 6in Solent class lifeboat, *City of Birmingham*.

They are available from Connoisseur, 33 Connaught Avenue, Frinton on Sea, Essex, telephone: Frinton on Sea 77479. The price is £31.50 to include postage, packing and insurance. Access and Visa card numbers are acceptable. Each sale benefits the RNLI.

Lifeboat Books

among those available from the RNLI at 202 Lambeth Road, London SE1 7JW:

Lifeboat—In Danger's Hour, an authoritative history of the RNLI by Patrick Howarth, lavishly illustrated.

£7.95+£2.20 p and p

A Source Book of Lifeboats, a pocket-sized reference book by Ray Kipling.

£3.50+50p p and p

Sell with THE LIFEBOAT classified: Have you hotel or bed and breakfast rooms to fill? Holiday accommodation to let? A boat or a house you want to sell? Or just an announcement to make? For as little as £11 your advertisement will reach more than 120,000 households throughout Great Britain and Ireland. People who read THE LIFEBOAT are all, like you, admirers of the RNLI and would be pleased to buy through this journal. Give it a try; the response will be good.

RNLI national lottery

THE DUKE OF ATHOLL, chairman of the RNLI, came to Poole headquarters on Wednesday October 31 to draw the 20 winners of the twenty-seventh national lottery. More than £45,000 had been raised and the chairman was successful in drawing winners from nearly every fund-raising region. Among the people watching the draw was Angela Freeman, aged 14, who, during Local Newspaper Week when money was being raised nationwide to fund the new relief Arun class lifeboat, *Newsbuoy*, was voted the *Bournemouth Evening Echo's* newspaper girl of the year. Anthony Oliver, the appeals secretary, was also there to supervise the proceedings. The prizewinners were:

£2,000: J. G. Doncaster, BBC TV Centre.

£500: I. G. Thompson, Hamilton.

£250: Miss Alison Normile, Carrville, Durham.

£100: T. Clementson, Hollywood, nr Birmingham; Pam Hoad, Brighton, East Sussex; Miss Morrogh, Wadebridge, Cornwall; M. A. Smith Esq, Coventry; Mrs J. Biggs, Earlsfield, London; Mrs D. E. Walters, Worthing, West Sussex; Tony Henderson, Bowdon, Cheshire.

£50: A. Leaves, Cardiff, South Glamorgan; J. Moffatt, St Mary Cray, Kent; M. M. Henderson, London; D. Greenland, Bracknell, Berkshire; Mr Carter, Tring, Hertfordshire; M. Redway, Woking, Surrey; P. Woollett, Reading, Berkshire; A. C.

Abrey, Royston, Hertfordshire; N. Northeast, Alderbury, Wiltshire; Mrs J. Widdup, Plymouth, Devon.

The draw for the RNLI's twenty-eighth national lottery will be made at Poole on Thursday, January 31, 1985.

The Duke of Atholl checks one of the winning tickets with Angela Freeman, the Bournemouth Evening Echo's newspaper girl of the year.



HOW YOU CAN HELP THE LIFEBOATMEN

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

For further information write to:

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

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Classified Advertisements

The format of the classified section will change in the spring 1985 issue to a four column page. Each advertisement will be in a box rule and the cost per single column centimetre will be £11. The minimum size of an advertisement will be one column centimetre.

ALL CLASSIFIEDS MUST BE PRE-PAID

HOLIDAY ACCOMMODATION

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

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

FILEY, North Yorkshire Coast. The South-down Hotel. Mid-week — Weekend Bargain Breaks. 10 yards from the sea. Panoramic views across Filey Bay from Filey Brigg to Flamborough Cliffs. CH in bedrooms; CTV, en-suite, etc. Licensed. Shoreliners receive 5% discount. Brochure/Tariff—7/8 The Beach. Open all year. Tel: 0723 513392.

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

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

BRIXHAM, South Devon. Comfortably furnished and fully equipped self catering **HOLIDAY FLATS,** each with colour TV. Superb position beside outer harbour, panoramic views of Torbay and ceaseless harbour activities. Near beach, boat slipway and pool. Children over 4 years welcome. Regret no pets. Resident proprietors ensure really CLEAN well cared for holiday accommodation. Stamp please for brochures. G. A. Smith, Harbour Lights, 69 Berry Head Road. Tel: 08045 4816

FLUSHING, Cornwall. Comfortably furnished quayside holiday cottage, sleeping six in three bedrooms, situated in the centre of this quiet village on beautiful Falmouth harbour. Views across the water to Greenbank and the Royal Cornwall YC. Phone Mr A. Bromley, Ringwood (04254) 6660 or write, 22 Gravel Lane, Ringwood, Hants BH24 1LN

SHANKLIN I. W. Our ten bedroom family run hotel offers good home cooking and comfort. Situated in a quiet tree lined road close to all amenities. Children welcome. Senior Citizen reductions. Write or phone for brochure. Barbara Tubbs, Hazelwood Hotel, 14 Clarence Road, Shanklin PO37 7BH. Tel (0983) 862824

EXMOUTH. Seven comfortably furnished self-contained holiday flats for 1/6 persons, linen included. AA listed. Garden, parking, colour TV, near beach. Personally supervised by resident owner, Mrs P. Voisey, Isca House, Isca Road, Exmouth, Devon EX8 2EZ. Please write or telephone for brochure (0395) 263747. SAE appreciated.

POLPERRO, Cornwall. Comfortably furnished holiday cottage. 30 yards from harbour; sleeps four. Close to N.T. Coastal Footpath. Rates £60.00—£115.00 pw. Personally supervised. Apply: E. Stephens, Sundene, The Coombes, Polperro. Tel: 0503 72720.

POLRUAN. The Bound House offers spacious self-catering accommodation for five with panoramic views across Fowey harbour in this unspoilt and peaceful village in an area of Outstanding Natural Beauty. Own drive for parking. TV, dishwasher, etc. Book now for 1985. No pets please. 01-748 0214

DORDOGNE. Sarconnat, Nr. Excideuil. Two cottage apartments to let, separately or as family unit. One sleeps 3, the other sleeps 6. Fully equipped with gas cookers, fridges, showers/baths, English flush WCs. Large garden with patio and barbecue. Further information Tel: 0292 317310 (Cameron).

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RIVER CHARENTE—Cruising/Camping/Caravans. 2-6 berths cruisers or Canadian scanoes (for 2) plus full camping equipment, or 6-berth caravans, for hire on the unspoilt Charente in South West France. Inclusive charge covers hire, travel, insurance for fully equipped cruiser and/or scanoes and camping equipment. Group discounts. Write or telephone: Holiday Charente, Wardington, Banbury, Oxon OX17 1SA (0295 758282).

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BOATSHARE can help you to own the boat you would like but cannot afford by arranging a partnership to cut the cost dramatically by half or two thirds. To find out more about this exciting scheme ring 01-748 0214 and we will send full details.

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HONG KONG Salutes the 'Mabel Alice' in a unique 1st Anniversary Limited-Edition Print

To mark the First Year of operations of the new Penlee Arun Class Lifeboat, the R.N.L.B. 'Mabel Alice' and the Hong Kong Branch of the R.N.L.I., the Branch has produced a Limited-Edition Print as shown.

The Print also celebrates the 160th anniversary of the R.N.L.I.

This magnificent full colour commemorative side-profile Illustration Painting, 19" x 15"



including printed mount, is the work of Hong Kong Artist and Branch Member Roger Draper, who's fine Transport-Illustration Artwork hangs in Boardrooms, Club-houses and Homes throughout the world.

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To obtain your Copy, complete the Order Form below.

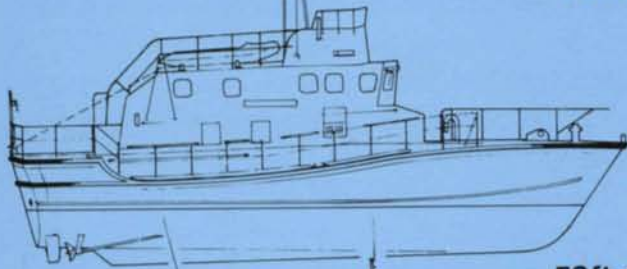
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Please send me _____ Print(s) at £14.75 per print (including postage). I enclose Cheque No. _____ for £ _____ made out to the Hong Kong Branch, R.N.L.I. (Allow 28 days for delivery)

Post this Form with Cheque to: **The Hon. Sec., Penlee and Penzance Branch, R.N.L.I. (HK Pic.)**
c/o J.H. Bennett, 72-73, Market Jew Street, Penzance, Cornwall, TR18 2LF



70ft Clyde



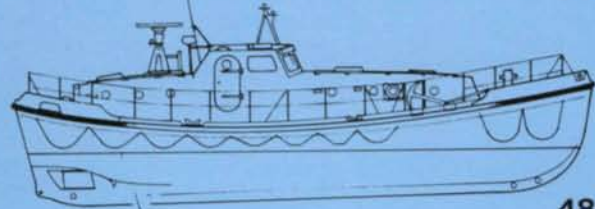
52ft and 54ft Arun



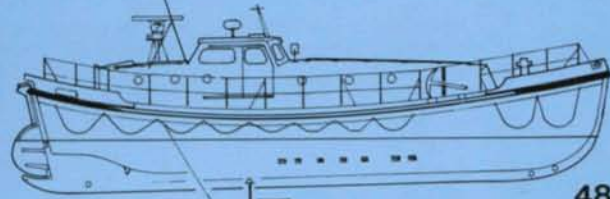
52ft Barnett



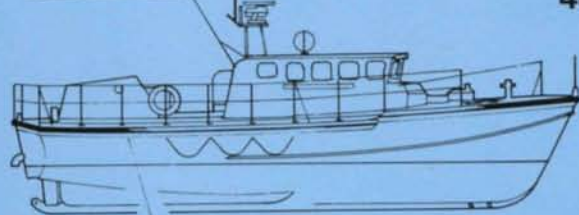
50ft Thames



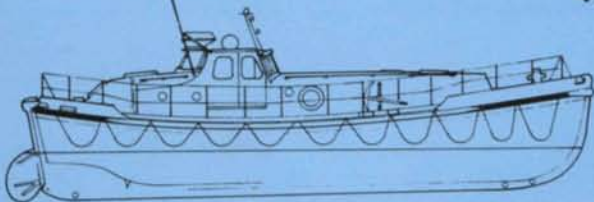
48ft 6in Solent



48ft 6in Oakley



47ft Tyne



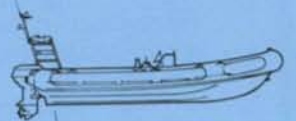
47ft Watson

Profiles of Lifeboats in the RNLI Fleet

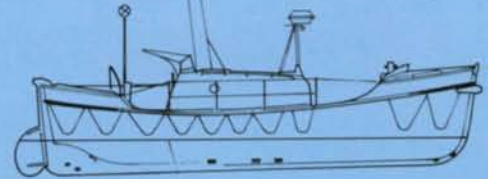
15ft 6in D class and 17ft 6in C class inflatable



Atlantic 21



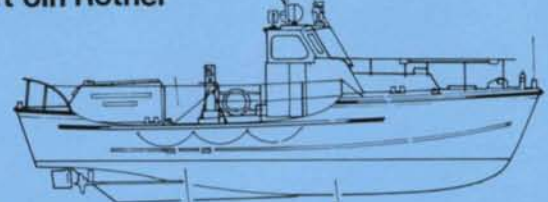
33ft Brede



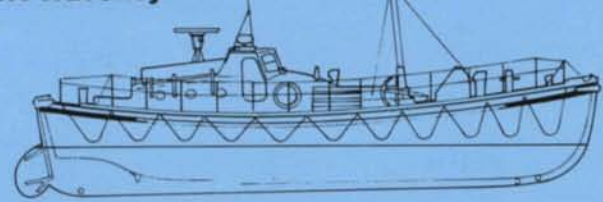
37ft Oakley



37ft 6in Rother



44ft Waveney



46ft 9in and 47ft Watson