

The Lifeboat



Journal of the Royal National Lifeboat Institution

Spring 1985 30p



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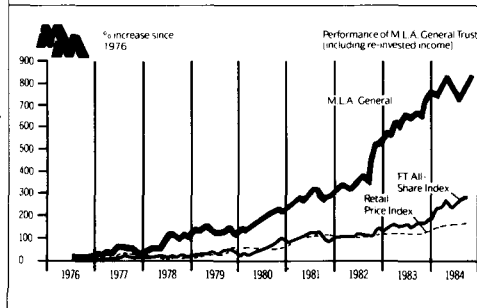
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COVER PICTURE

*Bembridge lifeboat, Jack Shayler and the
Lees, at full speed. She is a 48ft 6in Solent
class lifeboat, built in 1969. She has a steel
hull and is launched down a slipway from her
boathouse. The photograph was taken by
David Trotter.*

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

Next issue: the Summer issue of THE LIFEBOAT will appear in July and news items should be sent by the end of

April. News items for the Autumn issue should be sent in by the end of July.

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



Falmouth's 52ft Arun class lifeboat, Elizabeth Ann, photographed during a service to the French trawler, St Simeon on February 15, 1985. Penlee and Plymouth lifeboats were also involved in the service, a full account of which will appear in the next issue of THE LIFEBOAT.

Photograph of courtesy of David Brenchley, Cornish Photonews

Storm Force

Storm Force, the new RNLI membership scheme for everybody under 16, was launched at the London Boat Show on January 2 by Erkan Mustafa who plays Roland Browning and Simone Nylander who plays Janet St Clair of BBC Television's *Grange Hill*.

Already hundreds of children have joined—or been enrolled by their parents or grandparents. Several clubs have become group members and are planning fund raising projects. So many letters are being received from young members that it has been decided to print prize-winning star and runners-up letters in subsequent Storm Force newsletters.

Richard Baker at Awards Presentation

The well-known broadcaster, Richard Baker, OBE RD, will be guest speaker at the Annual Presentation of Awards ceremony which takes place in the Royal Festival Hall at the new time of 2.30 pm on Tuesday May 21, 1985. The AGM of the RNLI takes place at 11.30 am on the morning of May 21 in the Queen Elizabeth Hall.

Hydrographer appointment

Rear Admiral R. Morris has succeeded Rear Admiral Sir David Haslam as Hydrographer of the Navy and will serve as an ex-officio member of the RNLI Committee of Management.

Readers from Eire, please note

All the prices quoted in THE LIFEBOAT, both in advertisements and editorial, are pound sterling. It is important therefore, due to the difference in value between the British pound and the Irish punt, that all payments should be made in sterling, or its equivalent current value in Irish punts.

Cup of kindness

Once again, the generous American, Mr J. P. Young from San Francisco, distributed bottles of White Horse whisky to RNLI lifeboatmen in December. It is his way of showing admiration for their work and last Christmas it was the turn of lifeboat crews from the Scot-

land North Division to benefit. It scarcely needs saying just how well the gift went down in that part of the world.

THE LIFEBOAT editor retires

Joan Davies, who has just retired after 11 years with the RNLI, was only the third editor of THE LIFEBOAT during the last sixty years. The other two were Charles Vince and Patrick Howarth, who points out that before Charles Vince's appointment as publicity secretary in 1931, THE LIFEBOAT was really



Joan Davies.

only a compilation made by members of staff under the general direction of the Secretary of the Institution.

The high standards set by Joan have been acknowledged by many readers, and also by Paul Titterton of Friary Press, the printers of THE LIFEBOAT, who wrote, on her retirement:

'Joan is one of those very rare people who knew exactly what both the printer and the reader required. Her dedication to the job was paramount, and the presentation of copy was always of the highest order.'

Patrick Howarth writes:

'THE LIFEBOAT has always contained material of interest because of the very nature of the service whose doings it reports. But it was only under Joan Davies's editorship that it became a magazine of evident high quality and absorbing general interest.'

'She is one of the most modest people it has been my pleasure to know and one with the least concern for material rewards. I hope it will give her some satisfaction in her retirement to feel, as she has every right to feel, that she was the outstanding editor of a magazine whose history goes back 133 years.'

Other retirements

The end of 1984 saw the departure of the following long-serving members of staff:

George Maton who, after 37 years of



Prince Edward at the helm: Prince Edward paid a private visit to Hunstanton lifeboat station on January 7, while on holiday at Sandringham. The Prince, who is training to be an officer in the Royal Marines, took the helm of the station's Atlantic 21, Spirit of America, and during the exercise, visibility was reduced to almost nil by a blizzard. When the snowstorm had passed, crew members simulated a rescue by jumping into the sea, to show the Prince how survivors are recovered. He spent about two hours at Hunstanton altogether, taking time to meet all the station's crew and committee while coffee was served by Mrs Smith and Mrs Clarke of the ladies' guild. A few days later, the station received a letter from Prince Edward, saying that he had thoroughly enjoyed his visit.



service, retired as technical services controller; Harold Dowle who retired as chief draughtsman/machinery after 20 years' service; Trevor Evans who spent 17 years with the Institution and retired as overseer/inshore lifeboats at Cowes Base and James Simpson who retired, after ten years' service, as electronics engineer.

NEWS POINT

NOT JUST BOOTS

The recent advertising campaign '£5 buys him a pair of boots' has highlighted the costs of kitting out a lifeboatman. The protective clothing, boots, bump cap, lifejacket and lifeline cost £167. It's a small price to pay to keep our crews as warm, dry—and safe—as possible.

But the lifeboatman's gear is only a small part of the equipment needed in the lifeboat service. Radios, radars, anchors, stretchers, boathooks, fenders, flares . . . there are over 13,000 different items in the RNLI stores. They are needed to keep the fleet of 350 lifeboats in top condition, and in a state of permanent readiness. Every piece of equipment is specially selected for its quality and reliability. It is necessarily an expensive business, as the high standards of our crews must be matched in the boats and gear they use. It helps to explain why the net cost of the lifeboat



service this year will be over £20 million, 76 per cent of which will go directly on building and maintaining the lifeboat fleet.

Free wheelers

The lifeboat at Walton is moored afloat off the end of the pier, about three-quarters of a mile from the boathouse. When the crew are called out, they have to collect their gear and run along the pier with lifejacket straps flying in the wind. The Walton and Frinton ladies' guild, ever inventive, came up with the answer; postman's bicycles. With its wide tyres and large carrier on the front, this special bicycle would be ideal for the kilometre dash. So the guild wrote to the Post Office asking if they could buy some second-hand bicycles. The reply was: 'We have considered the nature of this request and, bearing in mind the importance of the work carried out by the RNLI, I am pleased to inform you that these items will be given free of charge'. First class service.

Round the World—by lifeboat

David Cowper, the first person to have sailed around the world single-handed both ways via Cape Horn, abandoned sail last year to attempt the first single-handed circumnavigation under power. He chose the former Dungeness Watson class lifeboat, *Mabel E. Holland*, for his trip and, leaving Plymouth on April 16, 1984, set off for the Azores. The longest single leg of the trip was 4,650 miles from Panama to Tahiti, for which he had to carry 1,000 gallons of fuel. Bad weather was encountered on this leg, but the lifeboat behaved well apart from problems with propeller shaft seals. Mr Cowper reached Australia by August, spent Christmas Day on passage between St Helena and Ascension Island, and finally arrived back in Plymouth to the welcome of cannon fire from the Royal Western Yacht Club on February 2, 1985.



Cycles at the ready: l to r, postman, Mr Semple, Jim Berry, Walton and Frinton lifeboat mechanic, Keith Richardson, assistant mechanic, Coxswain Dennis Finch and chairman of the ladies' guild, Mrs Robertson.



David Cowper reaches Plymouth.

Photograph by courtesy of Motor Boat and Yachting station branch and it was accepted by Coxswain John Walsh.

Anniversaries

The 150th anniversary of the Berwick-upon-Tweed station was celebrated by a thanksgiving service on February 3 at Tweedmouth Parish Church, attended by Captain T. A. C. Keay, a member of the Committee of Management. Mayor Andrew Easton was present along with Sheriff of Berwick, The Reverend Arthur Wiltshire; local MP, Alan Beith; representatives from HM Coastguard, HM Customs, the Ambulance Service, Police, neighbouring lifeboat stations and the Royal Order of Buffaloes who funded the present Berwick lifeboat. The thanksgiving was followed by a service of re-dedication at the boathouse.

The centenary of the Dunmore East station was celebrated on November 24 with a commemorative service at Killea Parish Church, attended by Ronald Delaney, a member of the Committee of Management. A marble plaque was presented by the ladies' guild to the



Captain Keay presents a commemorative vellum to Berwick-upon-Tweed branch chairman, Ian Moore. The Reverend Arthur Wiltshire, Sheriff of Berwick, is in the background.

On Station

The following lifeboats have taken up station duty:

Padstow, Cornwall: 47ft Tyne class lifeboat ON 1094 (47-003), *James Burrough*, December 28, 1984.

Southwold, Suffolk: Atlantic 21 rigid inflatable lifeboat B562, *The Quiver*, January 12, 1985.

Poole, Dorset: 20ft Boston Whaler Out-rage A513, January 21, 1985.

Lochinver, Sutherland: 48ft 6in Solent class lifeboat ON 1007 (48-004), *George Urie Scott* (previously stationed at Rosslare), February 13, 1985.

Arranmore, Co Donegal: 52ft Barnett class lifeboat ON 924, *Archibald and Alexander M. Paterson* (previously stationed at Stromness), March 1, 1985.

South West Division

Trapped under sea wall

AT 1852 on Tuesday September 11, 1984, **Lyme Regis** honorary secretary was informed by Portland Coastguard that some people had been cut off by the tide at Black Beach groynes, some six cables to the north east of Lyme Regis Cobb, and that bodies could be seen in the water.

By 1900, the relief Atlantic 21 rigid inflatable lifeboat on temporary duty at Lyme Regis, was launched and heading for the reported position. Her crew were Helmsman John Hodder and Crew Members Robert Irish, James Thomas and Paul Wason. A force 3 to 4 breeze was blowing from the north west, visibility was clear, the sea slight with a three foot swell and it was some two hours before high water.

John Hodder drove the lifeboat at full speed, parallel with the coast towards the groynes, then, on nearing the scene, he altered course to the north west to head inshore. At 1908 the lifeboat stood off the groynes, where, due to their poor state of repair, a confused sea was sweeping in through the groynes towards the shore, with waves between eight and ten feet high.

Two men, a woman and a dog could be seen stranded at the head of a groyne on some stone steps below the sea wall. Two bodies could also be seen floating about twenty feet away from the sea wall, both were motionless.

Although the three people on the stone steps were apparently alive and well, they could not move from the steps. The water was too deep and they were unable to climb the ten foot sea wall behind them. A policeman was above them on the sea wall but could neither climb down nor pull the people up because the wall was too high.

John Hodder manoeuvred the lifeboat towards the two people in the

water who, if still alive, were in most urgent need of rescuing. The wind was now force 4 and to cope with the extraordinary confused sea, he had to use the full range of the two engines' power and direction. A man and a woman's body were pulled aboard by the crew members and the lifeboat drew clear of the scene.

The two bodies appeared to be lifeless, but Robert Irish and James Thomas immediately began to administer first aid and resuscitation. Helmsman Hodder then decided that the three people on the head of the groyne should at once be lifted off as the tide was rising and they were in danger of being swept off by the confused sea. He approached the groyne, again using the full range of power and direction of his engines to position the stern of the lifeboat firmly into the angle between the head of the groyne and the stone steps.

The two men who were stranded seemed to be suffering from exhaustion and the woman indicated with some despair that she would not leave the dog behind. But the policeman above managed to grasp the dog's leash and hauled the dog (a full grown Alsatian) by the neck up the sea wall. While he was doing this, the three casualties were grasped, one by one, and heaved aboard the lifeboat by Crew Member Paul Wason. It had been impossible to hold the stern of the lifeboat in position for more than two or three seconds at a time and John Hodder needed to make eight different approaches.

All three people were wrapped in survivors' sheets and the crew attempted to warm them. The crew had also, throughout the rescue, tried to revive the two picked out of the water with mouth to mouth resuscitation. The lifeboat returned to harbour where it was met by an ambulance and the station's honorary medical adviser. The two people from the water were pronounced dead and the other three, all of whom had to be carried ashore, were suffering from exposure. Minor damage had been sustained to the lifeboat's bow, which was later repaired with a patch. She was rehoused, ready again for service at 1930.

For this service the thanks of the Institution, inscribed on vellum, have been awarded to Helmsman John L. Hodder. Letters of appreciation, signed by Rear Admiral W. J. Graham, director of the RNLI, were sent to Crew Members Robert Irish, James R. Thomas and Paul Wason.

East Division

Engine failure in gale

THE CREW OF **Teessmouth** lifeboat assembled at the boathouse on the afternoon of Saturday October 20, 1984, after a fishing vessel, *Ronleo*, had reported that she was in need of assistance, six

LIFEBOAT SERVICES

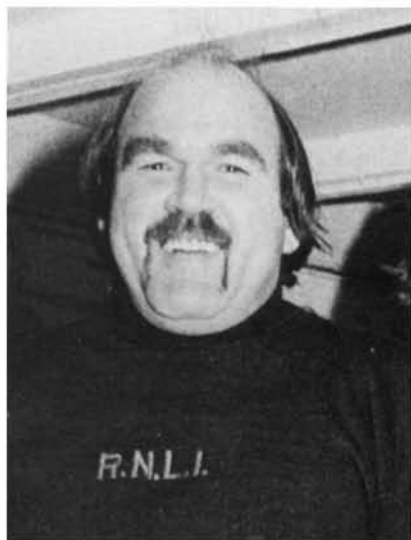


and a quarter miles east north east of Hartlepool Heugh. A further message from the fishing vessel revealed that she had now suffered total engine failure and the weather was worsening.

The relief 47ft Watson class lifeboat, *Laura Moncur*, on temporary duty at Teessmouth, launched at 1335 into a westerly gale force 8, gusting to force 9, and a rough sea with 15ft swell. Coxswain William Carter, at the helm, made full speed for the last known position of *Ronleo*, now about seven miles off Hartlepool.

At 1400 Tyne Tees Coastguard updated the position of the casualty and Coxswain Carter altered course accordingly to steer 081 degrees. A police launch, *Northumbria*, was also at sea and approaching *Ronleo's* position but she reported that the weather was so severe, with waves up to 30 feet, that she doubted a visual location would be possible. Radar performance aboard Teessmouth lifeboat was also poor because of the conditions. When *Northumbria* arrived at the fishing vessel's last known position she reported that *Ronleo* could not be seen.

The Coastguard asked the police launch to fire a red parachute flare which was spotted by the lifeboat crew about a mile to the north west of them. Coxswain Carter decided to continue on the course he was steering and at 1445, *Ronleo* appeared dead ahead, rolling heavily and disappearing frequently in the spray. VHF communication was established on channel 16 and the



Helmsman John Hodder.

fishing boat's skipper was advised, on receiving the tow rope, to make it fast before letting his anchor cable away. The lifeboat circled the casualty twice and at the first attempt, the towing cable was passed and made fast. Because of the conditions, two heavy lines had been joined to give a long tow rope, and at the join a heavy rope fender was attached to prevent the line from snatching.

The homeward passage began at 1510. The lifeboat was punching into heavy weather and speed had to be restricted because of the large amounts of water going aboard the fishing boat. For the first half hour an estimated speed of four knots was maintained but as the wind increased to severe gale force 9, gusting to force 10, progress slowed to about two knots.

Although extremely uncomfortable, the two men aboard *Ronleo* reported that they were well and the tow continued, straight into wind and weather, towards Hartlepool. At 1715 *Ronleo* radioed that her bilge pump had failed and her skipper was very concerned about the amount of water in the engine room. The tow was stopped to enable a man aboard *Ronleo* to go forward and assess the situation but he soon reported that the tow should continue at best possible speed for Hartlepool.

The harbour entrance was reached at 1800 and the fishing vessel was lashed alongside the lifeboat so that she could be berthed in the fish dock. Teesmouth lifeboat then returned to station and was rehoused, ready again for service at 1920 after nearly six hours at sea.

West Division

Aground on the bar

ON THE EVENING OF Wednesday July 11, 1984, a yacht, in difficulties in the estuary of the River Ribble, fired a red flare. She could be seen by the auxiliary coastguard at Lytham at anchor, and pounding in heavy seas.

At 2040 **Lytham St Anne's** 47ft Watson class lifeboat, *City of Bradford III*, with Coxswain Arthur Wignall in command, left her mooring and headed for



RNLB *City of Bradford III*. Photograph by courtesy of *Manchester Evening News*

the yacht. The weather was fair and there was a westerly moderate breeze, force 4, blowing as the lifeboat approached the casualty, 35 minutes later. She was the 23ft *Orari* with three people on board. She had been on passage from Piel Island to Hoylake but had decided to make a detour up the

Ribble because of the weather. She ran aground on the bar and having taken a pounding, her skipper, afraid she might break up, had been firing distress flares at intervals.

The lifeboat came alongside the yacht which was now anchored in shallow water. Crew Member David Topping was put on board *Orari* to help pump the yacht out as she had been taking water, and to try to weigh the anchor, something her crew had been unable to do. Eventually a tow rope was passed when the anchor chain broke, but the yacht was now filling with water, so her crew and David Topping were taken aboard the lifeboat. A tow was then attempted to pull the sinking yacht to a position where she could be salvaged. However, this was unsuccessful and she sank, becoming a total loss.

The lifeboat returned to her moorings and the three survivors were brought ashore at Lytham at 2220.

South West Division

Rescue by fishermen

A NORTH-EASTERLY NEAR GALE, force 7, gusting to force 8 was blowing and the sea in St Mary's Harbour, Isles of Scilly, was rough when at about 1625 on the afternoon of Tuesday May 22, 1984, the joint services training yacht *Kukri* parted her mooring. There were 11 men on board as she began to drift towards Porth Mellon beach. Her engine was started but no headway could be made in the rough sea and despite her anchor being rapidly deployed, the yacht, which had a ten foot draft, dragged on to the beach where she grounded, broadside to the sea.

Only a few minutes earlier St Mary's lifeboat had been called away to search for the yacht *Zingana*, many miles north of St Mary's. However, the passenger launch, *Surprise*, had just finished disembarking passengers at the quay. Her skipper, Gerald Thompson, and his crewman, George Mudge, saw *Kukri*'s predicament and cast off immediately, negotiating a way towards the yacht through numerous store-pot markers.

The tide was falling, about 30 minutes before low water, as they attempted to pass a tow line.

Surprise, with her three foot draft, high bow and forward wheel shelter, approached the yacht bow first, her stern to windward; this was the attitude she naturally adopts when allowed to drift. The launch rolled violently in the short breaking swell and her crew were soaked as the seas swept over her, but they succeeded in passing a line. Her skipper attempted to tow stern first, but her two engines could not develop enough power. So the towline was passed to the stern of the launch, and although the yacht could not be towed clear, *Surprise* was able to turn the yacht so that her bows pointed to

seaward. The yacht, which had been developing a list to starboard, remained aground but in a safer attitude.

Meanwhile a 32ft fishing vessel, *Swandancer*, skippered by Gerald Thompson's brother David and crewed by Darrel Foster, had just finished hauling her gear in the lee of St Mary's Island. The wife of *Swandancer*'s skipper, who had been watching *Surprise*, called her husband on a private radio frequency to tell him what was happening. David Thompson left the fishing ground and steamed towards Porth Mellon Beach.

On arrival, about 15 minutes later, *Swandancer* took over the towline from *Surprise*. While attempting to pass a longer and stronger line, the end aboard the yacht was lost overboard. The two brothers decided more hands were needed aboard *Swandancer*, so *Surprise* was secured to the nearby quay and her crew taken aboard the fishing vessel. She then returned to the scene where she secured a headline to the Customs buoy so that she could be veered down to the casualty. After several attempts a towline was floated down to the yacht using two fenders, and secured.

With a headline secured to the Customs buoy, her engine turning ahead and the towline on her hauling winch, the fishing vessel was able to maintain tension on the towline. The yacht was kept head to sea until, at about 1830, she floated free on the rising tide.

The yacht was secured to the quay and once they had established that no-one was injured on board, the rescuers returned home at 1930. After an inspection of her keel by a diver the next morning, *Kukri* sailed for Portsmouth, apparently none the worse for the incident.

For this rescue, a letter of appreciation, signed by the director, Rear Admiral W. J. Graham, was sent to David Thompson, Gerald Thompson, Darrel Foster and George Mudge.

Ireland Division

Broken rudder

A YACHT in trouble to the south of the Calf Islands, off the southern Irish coast, was firing red flares. They were sighted and reported to the honorary secretary of **Baltimore** lifeboat station at 1320 on the afternoon of Friday September 21, 1984. He ordered an



RNLB *Charles Henry*.

immediate launch of the lifeboat, knowing that the very strong wind would be blowing the casualty on to the dangerous Toorane rocks.

Ten minutes later Baltimore's 48ft 6in Oakley class lifeboat, *Charles Henry*, was launched with Coxswain Cristie Collins in command. Although visibility was good, there was a north-westerly near gale, force 7, blowing and the sea was rough. At 1358 the lifeboat crew sighted the yacht; she was to the west of Sherkin Island and drifting towards the rocks, her anchor was not holding. She had five people on board and had been sailing between the Calf Islands in company with another yacht when her rudder had broken. The other yacht attempted to tow her clear but was

unsuccessful because of restricted manoeuvrability.

Despite the rough conditions, the lifeboat was able to pass a tow and the yacht was taken into the safety of Baltimore Harbour. Back at her station at 1530, the lifeboat was rehoused, ready again for service at 1600.

East Division

Marooned on platform

THAMES COASTGUARD contacted **Aldeburgh** lifeboat station's honorary secretary on the afternoon of Wednesday October 24, 1984 and requested a launch to 12 maintenance men

marooned on an offshore platform which forms part of Sizewell nuclear power station.

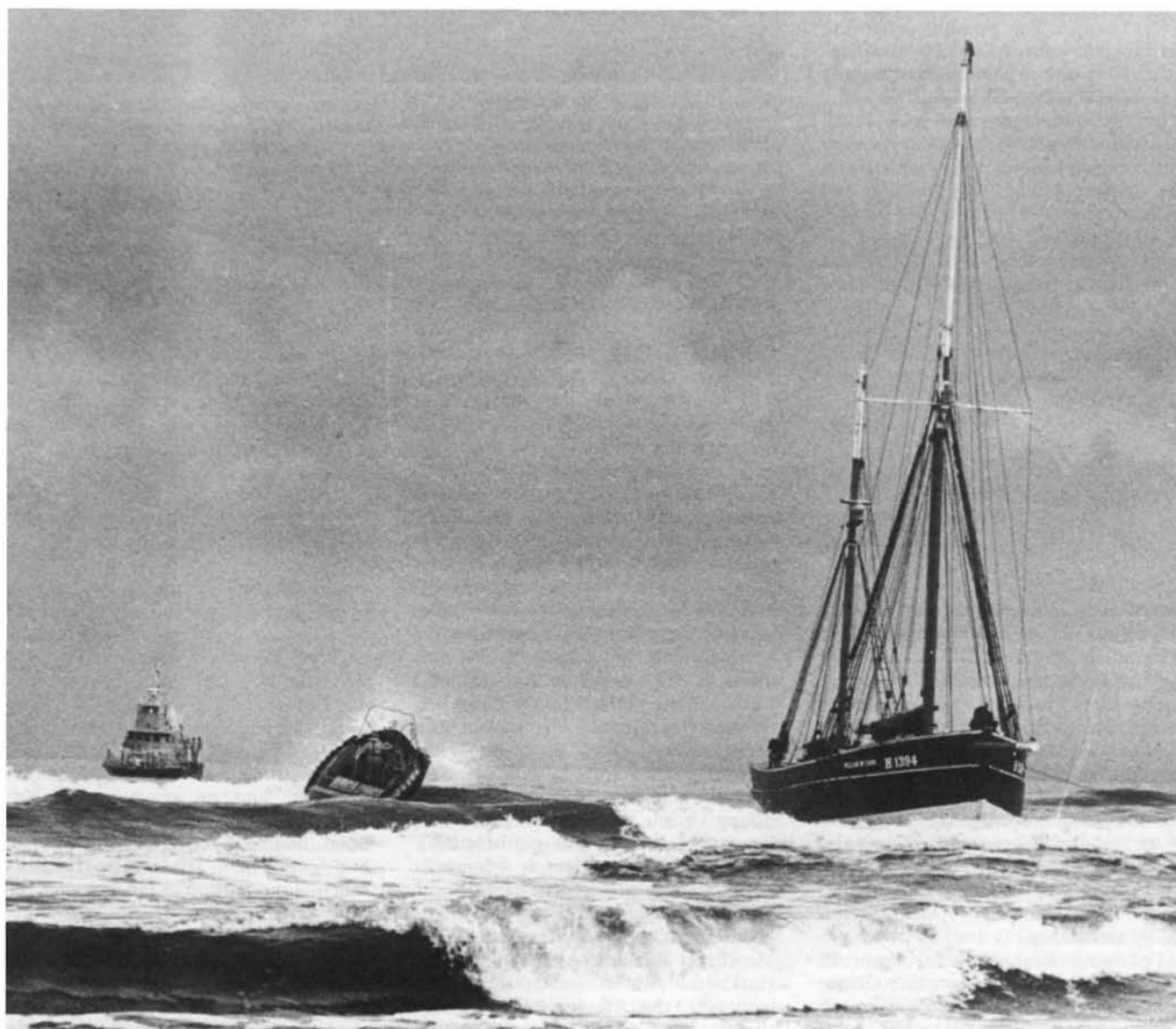
At 1402 Aldeburgh's 37ft 6in Rother class lifeboat, *James Cable*, launched from the beach with Coxswain William Burrell in command. The weather had been deteriorating all day and at the time of launch the wind was a southerly near gale, force 7, and there was a moderate to rough sea with moderate swell; it was overcast with occasional rain and visibility was moderate to poor.

The lifeboat headed north at full speed and arrived at the platform at about 1425. An inflatable dinghy could be seen, made fast to the structure, but submerged. Coxswain Burrell steered to the east of the platform, then swung

Humber: The 100-year-old, 86ft gaff-rigged ketch, William McCann, had run aground at Donna Nook on the night of Saturday November 17, 1984. Her 11 passengers were lifted off during the night by helicopter while Humber's 54ft Arun class lifeboat, City of Bradford IV, stood by. The eight crew members of William McCann decided to stay aboard to see if the ketch could be refloated at high tide. The following day the lifeboat, with Superintendent Coxswain Brian Bevan in command, launched at 1208 to help while re-floating was attempted. The crew of eight were still aboard, the vessel was making some water in the stern and there was heavy surf. As this photograph shows, the station's boarding boat, an 18ft 6in McLachlan class lifeboat, was also

used to help connect a tow rope. Unfortunately, the ketch's propeller became fouled with the tow rope and the attempt had to be abandoned on that tide. The next day the lifeboat and boarding boat again were at the scene and this time a tow rope was successfully connected. William McCann began to come off, then her stern hit another sand bank and the tow parted. With the use of the boarding boat the line was re-connected and the casualty towed clear. She was making water down aft, but a portable pump was keeping the water level down. The ketch was towed to Grimsby and berthed in the fish dock at 1656. At 1700 the lifeboat left Grimsby on another service.

Photograph by courtesy of Grimsby Evening Telegraph



round to head south into the wind and tide for an approach on the west side of the platform, where there was a walkway.

The wind was now fluctuating between south and south west, force 7 to 8, and there was a rough confused sea with six to eight foot swell. It soon became clear that it would not be possible to lay the lifeboat alongside as there were six steel projections jutting out from the walkway. These were thought to have supported wooden fendering in the past. Instead, the coxswain was forced to make a series of runs in to take off the 12 men. On the first, one man was successfully embarked but on a second attempt the high wind and rough sea made it necessary to steam abruptly full astern to avoid damage to the lifeboat's hull.

For the third run in the coxswain approached the rig at an angle of about 40°, his port bow well fendered, and, using helm and engines, held the lifeboat in a position so that two men were able to jump onto the foredeck. Just afterwards, the seas lifted the lifeboat some six to eight feet, forcing her bow under one of the projections and causing some damage to the port pulpit rail and end box.

On the next run in eight men were able to jump aboard the lifeboat. Unfortunately one of them landed heavily and suffered a broken ankle.

On the final run in it took much persuasion to get the last man to jump but eventually he was pulled aboard and the lifeboat headed for home at full speed.

All those who had been taken off were in the wheelhouse, except the injured man. The first aiders in the crew



RNLB *James Cable*.

considered, under the circumstances, it was better not to try and move him. Instead, all the lifeboat's crew, except the coxswain and wireless operator, sheltered and protected the man on the foredeck with their own bodies, blankets and spare oilskins. During most of the 30 minute passage back to station, the lifeboat was heading into wind and sea and being swept overall.

At 1510 the lifeboat was beached and the maintenance men landed. The injured man was examined by a local doctor and then taken to Ipswich Hospital by ambulance.

Following this service a letter of appreciation, signed by Cdr Bruce Cairns, chief of operations, was sent to Coxswain William Burrell and his crew.



Weston-super-Mare: On Wednesday July 25, 1984, the station's Atlantic 21 rigid inflatable lifeboat, *Weston Centenary*, was on stand-by for the town's air day. She was waiting to carry out a helicopter lift demonstration when a crew member at the boathouse spotted a small open boat, drifting towards Sand Bay, the three people on board waving lifejackets. The lifeboat, manned by Helmsman Julian Morris and Crew Members Richard Spindler and Nicholas White, was informed and headed for the motor boat. Her three occupants were taken aboard the lifeboat and she was towed to Knightstone Harbour.

Photograph by courtesy of Simon White, West Air Photography

South West Division

Cabin cruiser swamped

ONE OF APPLIEDORE lifeboat station's shore helpers, Mr P. Ford, was out fishing in his own boat on the afternoon of Saturday September 29, 1984, when he saw an 18ft cabin cruiser trying to negotiate the harbour bar, two hours before low water. Although the weather was fine with a light westerly breeze, the swell on the bar was some ten feet high and the cabin cruiser was frequently lost to sight. Then he saw that she had been turned broadside on and was listing at 90 degrees on the side of a wave. At one point, while the boat was on her beam ends, one of her two occupants fell from the top to the bottom of the boat.

Immediately he alerted the nearby fishing vessel, *Walker*, which was able to radio Hartland Coastguard for assistance. At 1438 Appliedore's Atlantic 21 rigid inflatable lifeboat, *Wildenrath Wizzer*, was launched, manned by Helmsman Clifford Edwards and Crew Members Richard Miller and Roy Harkness. Almost immediately after launching, the Atlantic 21's starboard engine seized, but she was still able to

continue the service on her port engine, though special caution was needed crossing the bar.

The casualty by now had drifted back out into the bay, having suffered engine failure after being swamped. She had also lost her dinghy and when the lifeboat came alongside her occupants were bailing out. The lifeboat connected a tow and pulled the cabin cruiser further out to sea, away from the worst of the swell near the bar.

Helmsman Edwards realised that it would be some hours before the tide turned and the sea moderated enough over the bar to attempt a tow back to harbour. However, with the risk of the two survivors becoming hypothermic and because he still only had use of one engine, he decided to ask for the station's 47ft Watson class lifeboat, *Louisa Anne Hawker*, to launch. At 1504 she left her mooring, and on reaching the bar, Acting Coxswain John Pavitt, at the helm, had to pick his moment to cross and even then, the lifeboat lightly touched the bottom in the troughs. The tow was transferred to the larger lifeboat when she arrived at the casualty. There would be one hour and three quarters to wait, however, before the tide turned and there was enough water over the bar to tow the cabin cruiser

safely back into harbour. One of the survivors was beginning to suffer from hypothermia and the acting coxswain asked for a helicopter to stand by to lift him off. The man was unwilling to be taken off, so instead the lifeboat crew took all necessary precautions to keep him and his companion warm.

At 1710 the lifeboat began the tow into harbour accompanied by the Atlantic 21 and without further incident the cabin cruiser was returned safely to her mooring at Braunton.

After this service a letter of appreciation, signed by Cdr Bruce Cairns, chief of operations, was sent to Shore Attendant P. Ford for his prompt initiative in raising the alarm.

East Division

Girl swimmer

MABLETHORPE LIFEBOAT CREW were asked to stand by on the afternoon of Sunday August 26, 1984, after Humber coastguard reported that there were a number of bathers near Tunnel Run outfall where, with the making tide, heavy surf was breaking. The weather was clear and the wind easterly, force 2 to 3.

At 1602 the station's 15ft 6in D class inflatable lifeboat launched, manned by Helmsman Bernard Tuplin and Crew Members Thomas Freeman and Raymond Mayfield. A girl swimmer was in difficulty floating near the outfall. The lifeboat was run in as close as possible and Crew Member Raymond Mayfield rolled off the sponson into the water. Heavy surf threw him against the concrete outfall, injuring his shoulder and the fingers on his left hand. Despite these injuries, Raymond Mayfield was able to bring the girl to the side of the lifeboat where Thomas Freeman pulled her aboard.

Three large seas broke over the lifeboat before it was eventually possible to get Crew Member Mayfield back on board. The lifeboat then headed back to the beach where the girl was taken to a first aid post.

Wayne Docking took Raymond Mayfield's place in the crew when the lifeboat was called out again to look for another girl who was missing. However, she was later found to be safe ashore and the lifeboat returned to station at 1649.

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

Scotland South Division

Yacht ablaze

AT 2225 ON THE NIGHT OF Saturday September 8, 1984, Clyde coastguard reported a yacht aground, north of Hunterston power station. Three minutes later the relief Atlantic 21 rigid inflatable lifeboat, *William Yeo*, on

temporary duty at **Largs**, was launched. She was manned by Helmsman David Hewitt and Crew Members Bernard Andrews and Neil Harrison.

It was raining heavily, there was a southerly breeze, force 3, and when the lifeboat located the yacht, at 2238, she was found to be burning fiercely in an area of shoal water and underlying obstructions. Visibility was impaired by the smoke but the lifeboat crew could just discern a faint light 10 to 15 yards north east of the yacht. The light was from a small inflatable dinghy which had four adults and three young children on board. At the same time cries for help were coming from somewhere in the water but, because the dinghy was in imminent danger of being swamped, Helmsman Hewitt decided it was important to take the occupants on board as soon as possible. This was quickly carried out while the two people in the water were located and kept in view by using the searchlight. Then they, too, were picked out of the water and the helmsman headed back to Largs lifeboat station with all nine survivors, in varying states of shock and exposure.

They were examined by the honorary medical adviser back at the station, given dry clothes and taken by ambulance to Inverclyde Hospital. The lifeboat was refuelled, rehoused and ready again for service at 0015.

The accident had come about when the yacht ran aground, broadcast a MAYDAY and was set ablaze while firing a distress flare. The crew were then forced to abandon ship.

For this service, a letter signed by Rear Admiral W. J. Graham, director, was sent to Largs station honorary secretary, passing on appreciation to all the crew and shore helpers who took part.

South West Division

Search for missing boys

THE DEPUTY LAUNCHING AUTHORITY at **St Agnes** was informed by Falmouth Coastguard at 1746 on Tuesday August 28, 1984, that a youth was cut off by the tide at Chapelporth. Maroons were immediately fired and by 1750 *St Agnes*' 15ft 6in D class inflatable lifeboat, manned by Helmsman Peter Bliss and Crew Members John Stephens and Paul Gamble, was launched and heading at full speed for the casualty.

It was an hour and a half before high water, there was a westerly wind, force 4 to 5, a moderate sea and a five foot ground swell. The lifeboat rounded *St Agnes* Head and at 1758 hove to off Chapelporth. The swell was now six feet in height and the breaking surf close inshore was reaching eight to ten feet.

Visibility was good and the Coastguard cliff rescue team could be seen indicating to the lifeboat that they intended to lift the casualty, a small

boy, some 50 feet up the cliff. The Chapelporth lifeguard who was also on the scene, informed the lifeboat helmsman that he had been told by the boy that there was another boy who had last been seen in the vicinity of a large cave, to the south of Chapelporth. By this time a search and rescue helicopter from *RNAS Culdrose* had arrived and while the boy was being hauled up the cliff, Helmsman Bliss steered the lifeboat through the breaking surf towards the cave to look for the second boy. When they reached the cave, half a mile away, its floor and entrance were completely covered by the rising tide and all access was therefore impossible.

The lifeboat crews continued to search the immediate coastline for any sign of the second boy. The area between *St Agnes* Head and *Gullyn Rock* was vigorously patrolled, the lifeboat returning to the cave on several occasions. Finally, at 2050, the search was called off and the lifeboat returned to station where she was refuelled and ready for service at 2115.

The body of the second boy was eventually recovered from the cave at 2300 by the Coastguard. He was drowned after having been cut off by the rising tide.

Following this service, a letter, signed by the chief of operations, Cdr Bruce Cairns, was sent to the crew of *St Agnes* lifeboat, thanking them for their dedication and determination in searching in breaking surf for over three hours.

South East Division

Seven aboard liferaft

AT 0115 in the early hours of Saturday, October 20, 1984, red flares were sighted in the *Bramble Bank* area of the Solent. By 0136, *Calshot's* 40ft Keith Nelson lifeboat, *Ernest William and Elizabeth Ellen Hinde*, under the command of Coxswain John Horton, was on her way to begin a search at *West Bramble* buoy.

The wind was west-south-westerly force 6 to 7 and the sea was rough as the lifeboat passed *Calshot* light vessel. Just then, a red hand flare was sighted. Immediately the coxswain altered course to investigate and as the lifeboat came nearer, her searchlight beam picked up an inflatable liferaft with seven people on board. They were quickly hauled aboard the lifeboat and treated for exposure. Although all seemed to be unharmed, one was suffering from sea sickness.

The seven survivors had been sailing a 36ft yacht from *Southampton* to *Cowes*. The yacht had hit the *Bramble Bank* after a navigational error and had lost her keel.

On arrival back at the station at 0202, the survivors were checked out by the assistant honorary medical adviser before being taken to *Southampton* in the harbour patrol launch. The lifeboat was

back on her mooring, ready for service at 0230.

South West Division

Sail board to the rescue

MR KEITH WORTHINGTON and his family, holidaying at Boswinger, Cornwall, were spending Tuesday August 7, 1984, on the beach at Hemmick Bay. At about midday, he saw his 9-year-old daughter with a two-year-old boy being blown out to sea in a small plastic dinghy by an offshore, north easterly, force 2 to 3 wind.

The sea was slight with no swell and Mr Worthington plunged into the water and tried to swim after the dinghy. Unfortunately he could not swim fast enough to catch up with the two children. Mrs Worthington, meanwhile, had begun scrambling along the rocky shore in an attempt to get ahead of the dinghy so that she could swim out and intercept it.

Mr David White, also with his family on the beach, quickly appreciated what was happening and ran to the water's edge, launched his sailboard and headed for the dinghy. By the time he reached the children, they had been blown for half a mile and were about 30 yards away from some rocks. He told the children to lie in the bottom of the dinghy so that it would not capsize.

Using a line which he carries in his buoyancy aid, he rigged a tow line from the dinghy to one of the foot straps on his board and began to tow them back to the beach. Mr White is an accomplished board sailor and had practised this form of towing before. He had to tack back against the offshore breeze and arrived at the beach with the children at about 1230.

After this rescue a letter, signed by Rear Admiral W. J. Graham, director of the RNLI, was sent to Mr David White expressing the Institution's appreciative thanks for his efforts.

South West Division

Sinking yacht

JERSEY RADIO received a MAYDAY relay call at 2215 on the night of Sunday August 5, 1984. The 25ft French sloop, *La Boussole*, had hit a rock north of Alderney and was sinking. Alderney lifeboat station was notified and at 2233 the 33ft Brede class lifeboat, *Foresters Future*, on 12 month's evaluation at Alderney, was launched and heading for the casualty. Coxswain Stephen Shaw was in command; the weather was fine and there was a gentle south west by southerly breeze blowing.

A small local ferry, *Mainbrayce Taxi*, had heard the distress call and, still carrying two passengers, also went to the yacht's assistance. The ferry was

first to reach the yacht which was lying with her bow under water in a position close to Platte Rock. The ferry's boatman passed a line aboard *La Boussole* and towed her towards Corblets Bay.

At 2243 the lifeboat arrived. She had fired three white parachute flares to locate the two boats and this revealed that the yacht, under tow, was in danger of rolling over and sinking, taking the ferry and occupants with her.

The lifeboat took off the only crew member aboard the yacht and one of the passengers from the ferry which



RNLI *Foresters Future*.

then left for Braye Harbour with her remaining passenger. At 2305 the lifeboat abandoned the yacht, which was now sinking, and headed for Braye Harbour. The two men were landed and at 2325 the lifeboat was refuelled and ready for service once more at her mooring.

East Division

Engine failure

THERE WAS A northerly near gale, force 7, blowing and a rough sea when the relief 47ft Watson class lifeboat, *T.G.B.*, on temporary duty at **Lowestoft**, left her mooring at 1832 on the evening of Friday October 5, 1984. She was under the command of Coxswain John Catchpole and had launched to the motor cruiser, *Hasty Lady*, which had reported recurring trouble with one of her engines six miles south of Lowestoft. She could make no headway and was drifting steadily southwards with two men on board.

It took an hour for the lifeboat to reach the motor cruiser, by which time the wind had backed and strengthened to a north-north-easterly storm force 10. The sea had become very rough and the swell was six feet high. At 1934 the lifeboat was taken along the port side of the casualty and a tow rope was successfully passed and secured.

Coxswain Catchpole then set a course for Lowestoft and at 2111 the two boats entered Lowestoft Harbour where, with the help of the lifeboat crew, *Hasty Lady* was safely moored.

The lifeboat returned to her mooring and at 2127, was once again ready for service.

South East Division

Sick man aboard ferry

AT 1300 on the afternoon of Thursday October 4, 1984, **Poole's** 33ft Brede class lifeboat, *Inner Wheel*, launched on service after the cross channel ferry, *Purbeck*, reported she had a man aboard with severe abdominal pains.

Coxswain Frank Ide was at the helm of the lifeboat and the station's honorary medical adviser, Dr M. S. Taylor, was on board. The wind was east-south-easterly, near gale force 7, there were rain showers and the sea was rough when the lifeboat drew alongside the ferry at 1330. Dr Taylor was unaccustomed to mounting pilot ladders but despite this and the rough sea, he succeeded in getting aboard *Purbeck*. There he attended the sick man and decided to stay on board the ferry with his patient until she berthed in Poole. The man was then taken to hospital. Meanwhile, the lifeboat returned to station and was once again ready for service at 1415. Following this service a letter of appreciation, signed by Cdr Bruce Cairns, chief of operations, was sent to Dr Taylor.

West Division

Sails jammed

A MAYDAY MESSAGE from the yacht, *Nell Gwyn*, in distress off Amlwch, was received by Holyhead coastguard on the morning of Monday October 8, 1984. At 1127 **Moelfre's** lifeboat, the 37ft 6in Rother class, *Horace Clarkson*, was launched with Coxswain William Roberts in command.

Visibility was good, but there was a strong breeze, force 6, to near gale,



RNLI *Horace Clarkson*. Photograph by courtesy of Anthony E. Reynolds

force 7, blowing and there was heavy sea and swell. The lifeboat made for the casualty's reported position and at 1210, having located the yacht, came alongside. On board there was a husband and wife, the man had suspected heart trouble with pains across his chest and arms and his wife was in a state of shock.

The yacht's sails had jammed and there was a rope round her propeller. Despite the heavy seas, lifeboat crew

member Elfed Jones managed to board *Nell Gwyn* and take down the sails. A tow rope was then attached and she was towed to Amlwch where, at 1249, the survivors were taken to hospital for a check-up. The lifeboat returned to Moelfre and was refuelled, rehoused and ready once more for service at 1445.

South West Division

Night tow

AT 2033 on Sunday October 21, 1984, the honorary secretary of Padstow lifeboat station was contacted by Falmouth Coastguard and told that a yacht, *Talahinna*, had reported engine and rigging failure, some five to ten miles north east of Trevoze Head.

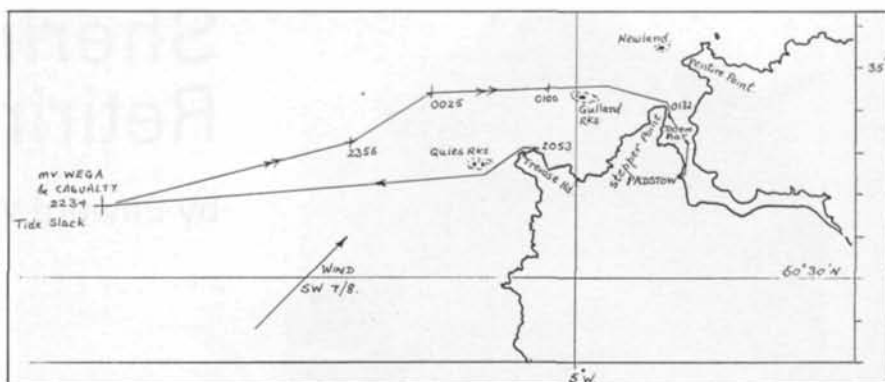
The coxswain was away from station at the time and Deputy Coxswain Christopher Hughes was in command when the relief 52ft Barnett class lifeboat, *The Duke of Cornwall*, on temporary duty at Padstow, launched from her slipway at 2053.

On clearing the slipway, the lifeboat turned to port, rounding the protective arm of rock which shelters the station, and met the full force of the south-westerly near gale, force 7, gusting to gale force 8 at times. Heavy rain had reduced visibility to about 1,000 yards, the rough sea was of regular form with long ground swell and the tide was turning slack.

As soon as communications were set up on VHF channel 16, Falmouth Coastguard corrected the position of the casualty to ten miles north west of Trevoze Head. Acting Coxswain Hughes set his course to pass south of the Quies Rocks which were breaking very badly. At 2105 at German ship, *Wega*, ten miles to the west of Trevoze Head, reported seeing a distress flare from the casualty. The lifeboat immediately altered course to 275°M.

At the acting coxswain's request the German coaster switched on all her deck lights and fired a parachute flare. The lights and flare could be seen from the lifeboat. The coaster also gave the relative position of the casualty from him. Between the heavy rain squalls, visibility was three to four miles. At 2234 the lifeboat fired a parachute flare and the ten metre yacht could be seen, lying beam on to the wind and sea, rolling heavily, and seas were occasionally breaking over her. There were no sails hoisted but the rigging appeared to be intact. Two men were seen in the cockpit.

Acting Coxswain Hughes approached the lee side of the yacht and by using a loudhailer, established that there were six people on board. All were well; they would not consider being taken off and wished to be taken in tow. Chris Hughes passed specific instructions on



The course of The Duke of Cornwall on the night of October 21, 1984.

how to secure the nylon tow line, pointing out the precautions needed to prevent chafing. *Wega* provided a lee for the two boats as the lifeboat steamed slowly past the lee side of the yacht and a heaving line was passed. Towing began at 2248.

A course of 090°M was set and speed kept to three knots. Even at this speed the yacht lay off the starboard quarter of the lifeboat, sheering and snatching at the tow line. The tow was stopped while two heavy coir fenders were attached to the mid-point of the tow line. With two crewmen attending the line, towing was resumed and speed increased to four to five knots.

At 0117 the acting coxswain requested the Coastguards to fire a white parachute flare over Doom Bar. They were then able to tell him that the seas were not breaking over the bar at this

half tide period. Under the slight lee of Stepper Point, speed was eased while the tow line was shortened. At about 0150, Acting Coxswain Hughes safely negotiated the bar and entered Padstow Harbour where the yacht was secured alongside.

At 0230 the lifeboat left Padstow Harbour and returned to her station at Trevoze Head. She was rehoused, refuelled and was ready once again for service at 0400 on Monday October 22.

Following this service a letter, signed by Rear Admiral W. J. Graham, director, was sent to Deputy Coxswain Christopher Hughes, expressing appreciation of his seamanship and boat handling. Letters of thanks were also sent to the district controller of Falmouth Coastguard and to the owners of the coaster *Wega* for the part her captain played in the service.

Stranraer: The station's 15ft 6in D class inflatable lifeboat was on exercise on the morning of Sunday September 9, 1984, when it became clear to the crew that a specially converted Volkswagen Beetle needed towing to safety after it had entered the water in Loch Ryan. Its occupants were attempting to 'drive' the car across the Irish Sea to Larne for a television programme Duncan Dares. The weather was cold and wet and there was a fresh north-westerly breeze, force 5, blowing. On entering the water the Volkswagen's engine failed and the car began to drift towards a moored yacht. The lifeboat, manned by Helmsman Terry Simpson and Crew Members Eric McCune and Glyn Jones, came alongside and, with two crew members entering the water, a tow rope was attached. The car was brought safely back to Wig Bay slipway. Another attempt at the crossing was made in the afternoon with the same result, the lifeboat having to tow the car back to the shore.

Photograph by courtesy of F. H. McCarlie



Sheringham's Retiring Coxswain

by Edward Wake-Walker



Henry 'Joyful' West, BEM, retired as coxswain of Sheringham lifeboat at the end of 1984 after a long and distinguished career. He is a man who would rather talk about the achievements of others than his own, but the 'Joyful' era is well worth recording.

WHAT IS IT ABOUT Norfolk fishermen and lifeboatmen that they give each other nicknames which often become better known than the names with which they were christened? Like Spitfire pilots in war comics, a peculiar noun or adjective is squeezed between christian and surname, always begging an anecdotal explanation. At Sheringham lifeboat station there have been, in succession, Coxswain John 'Sparrow' Hardingham, Coxswain Henry 'Down-tide' West and, most recently, Coxswain Henry 'Joyful' West.

Behind Henry 'Joyful' West's nickname lies a colourful explanation giving clues to the strong family traditions at Sheringham and to the type of men you will find at the station. After no fewer than 38 years on the lifeboat, the last 21 of which he spent as coxswain, 'Joyful' has just retired. And, despite a career that could have earned him any number of respectful sobriquets, the 'Joyful' turns out to have been handed down from his great-grandfather. A methodist and great singer, the original 'Joyful' West gloried in the 100th Psalm which begins 'Oh be joyful in the Lord all ye lands . . .'. He became famous for his rendition of these lines and the name stuck—for generations.

Today's 'Joyful' West joined the crew in 1946; it was just after the war when Sheringham lifeboat, along with all the other east coast lifeboats, had been busier than at any other time in their history, launching to ditched aircraft and airmen who had bailed out over the sea. Although many lives were saved it was often a depressing job; so many planes and survivors vanished beneath the waves before a lifeboat could reach them. The people of Sheringham were made constantly aware of the war and one of Henry West's more vivid memories as a young man at Sheringham was looking out to sea and seeing flashes from the guns of German 'E' boats as they attacked allied convoys.

After the war, Sheringham lifeboat reverted to the services for which a lifeboat had originally been stationed there, as far back as 1838; those of escorting local fishing boats to safety in treacherous weather and launching to rescue the crews of larger ships driven ashore by gales. The town of Sheringham itself was born of fishing and it was a natural step for the local fishermen to decide, in 1838, to run their own lifeboat. The Upcher family who owned the Sheringham estate, fostered the interests of the fishing community

which ran crab and lobster boats and which, thanks to loans from the Upchers, progressed to the larger herring luggers for which Sheringham and Cromer were famous in the late 19th century.

Augusta, Sheringham's first lifeboat, provided by the Hon. Mrs Charlotte Upcher, and named after her youngest daughter, who died of tuberculosis when she was twenty, saw many years successful service. She was run privately, outside the auspices of the RNLI, but in 1867 the Institution decided to introduce its own pulling lifeboat, *Duncan*, at Sheringham to operate in addition to the fishermen's lifeboat. At some stations this would have fired intense rivalry between the crews, but it seems that Sheringham men were not prone to pettiness and the strong religious influence that pervaded the town possibly helped them to love their neighbour better than controversy. It was only in 1935, when the *Augusta's* private lifeboat successor, *Henry Ramey Upcher*, was withdrawn from service that the RNLI had sole lifeboating interest at Sheringham. (*Henry Ramey Upcher* is now preserved and on public display in the town.)

Nowadays, Henry West will tell you that Sheringham is a very happy station with lifeboatmen as good as ever they were. There is still a hint of sadness in his kind, clear eyes when he thinks about his retirement, but no resentment that the time has come to hand over the coxswain's cap to a younger man—after

A launch of the private lifeboat, Henry Ramey Upcher, near the end of her active life.



all, it is not moving far away—only to his younger brother Jacko, the man with whom he has been fishing all his life aboard their crab boat, *Our Boys*.

Are there any differences, then, apart from the lifeboat herself, from the time Henry West joined the crew? The only noticeable change is that in 1946 every crew member was a fisherman except the emergency mechanic; today only 12 out of the crew list of 20 are fishermen. A nationwide symptom of the wasting fishing industry. But the crew's will to help is just as strong, 'Joyful' insists. Moreover, the station's traditional links with the church are still plain to see and the lifeboat's infectiously amiable mechanic, Brian Pegg, is a tuba player and deputy bandmaster with Sheringham Salvation Army band.

It is sometimes difficult to imagine how as gentle a man as 'Joyful' West, could have taken on and survived the ravages of a North Sea gale, time and time again throughout his life. There cannot be many lifeboat coxswains whose spare time passion is ballroom dancing, but 'Joyful' and his wife Betty have won many prizes for their prowess on the dance floor. The record of 149 launches and 102 lives saved by the lifeboat at Sheringham since Henry West joined the crew proves his strength, however. It was aboard the 35ft 6in Liverpool class single-engined lifeboat, *Foresters' Centenary*, that he began his career. She was the station's first motor lifeboat for which a new lifeboathouse had been built. Still used today, the boathouse sits huddled beneath a cliff on the promenade to the west of the town. Limited space means that it has been built parallel to the shore with a turntable in front of the main doors so that the lifeboat can be pulled on her carriage by tractor out of the boathouse and turned to face the sea.

By 1951 Henry West had shown his worth to the extent that he was made second coxswain at the young age of 27. His vast experience was built on occasions such as the night in May 1955 when the lifeboat launched to assist the Turkish steamer, *Zor*. Another ship had already taken off the captain's wife and four men and neighbouring Wells lifeboat had rescued a further five. Four men had stayed aboard *Zor* to see if she could be saved by connecting a tow, but as the ship listed more and more, Coxswain 'Downtide' West drove his lifeboat alongside the steamer, her keel plainly visible to the lifeboat crew, who pulled the four survivors to safety. Minutes later *Zor* keeled over and sank. 'Downtide' was awarded the thanks of the RNLI, inscribed on vellum for this rescue.

Surprisingly, Henry 'Downtide' West and Henry 'Joyful' West are not related, or not directly enough for the lineage to be easily traced. There have been many different Wests at Sheringham over the years, it is one of the recurring local surnames, along with Littles, Peggs, Coopers and Craskes—



all good lifeboating families. So many people sharing the same surname in a small community goes some of the way to explaining such a profusion of identifying nicknames.

Apart from the same name, the coxswain and second coxswain also had in common membership of the Manchester Unity of Odd Fellows, a friendly society. It had long been an ambition of 'Downtide's' that the society should fund the new lifeboat at Sheringham and in 1961 his wish came true when the 37ft self-righting, twin-engined Oakley class, *The Manchester Unity of Odd Fellows*, arrived at the station.

Very soon after she arrived, on August 15, 1961, she was launched into a short steep sea and a strong and squally north-westerly breeze. A smoke distress flare had been set off by a motor yacht, five miles out to sea. When the lifeboat reached the casualty, a 35ft converted ship's lifeboat, *Lucy*, she was found to be making water, with her engine out of action. There were two men, one woman and a boy on board.

Coxswain 'Downtide' West ran in on her port side and the lifeboat's



Henry 'Downtide' West.

bowman, Arthur Scotter, jumped on board. On a second run in, Second Coxswain Henry 'Joyful' West and Signalman Eric Wink also succeeded in boarding *Lucy*. They found the woman unconscious and it was clear that she would have to be taken aboard the lifeboat. Two more difficult runs in and the woman was safely transferred, together with the boy and *Lucy's* owner. A tow was then attempted but the line parted immediately and as the *Lucy* was now full of water and threatening to capsize in the short steep seas, the remaining crew member and the three lifeboatmen had to be taken off. In a scramble the four men were pulled aboard the lifeboat, but not before Bowman Scotter narrowly escaped being crushed between the two boats.

This service brought the thanks of the Institution on vellum to Coxswain 'Downtide' West as well as to Second Coxswain 'Joyful' West, Bowman Scotter and Signalman Wink. 'Downtide' remained coxswain until the end of the following year which saw, in June, the official naming of *The Manchester Unity of Odd Fellows* by Princess Marina.



A photograph taken in 1966 of some of Sheringham's retired lifeboatmen. Left to right: Teddy 'Fiddy' West, Bob 'Joyful' West (father of today's 'Joyful'), Jimmy 'Paris' West, Henry 'Joyful' West (uncle of today's 'Joyful'), Walter 'Pongo' Little and Henry 'Pinny' Little.

Photograph by courtesy of North Norfolk News

So, on January 1, 1963, Henry 'Joyful' West began his long term as coxswain. In the time between then and now he has witnessed the change in emphasis in the type of service carried out by Sheringham lifeboat and indeed lifeboats everywhere. More and more calls are to pleasure sailors and holidaymakers, less and less to fishermen. But for those fishermen who remain, the lifeboat is as ready as ever to launch when crab boats or herring boats are out in a dangerous sea.

'Joyful' has seen some strange ser-

Henry 'Joyful' West (second from r) helps to carry the woman survivor from *Lucy* ashore. He was awarded the RNLI's thanks on vellum for his part in this rescue.

Photograph by courtesy of Eastern Daily Press





police were also showing undue interest in the boat and her crew. Just as he had been one of the willing volunteers to leap aboard when the crew of *Lucy* were rescued, so on this occasion, two of his crew enthusiastically prepared to board the casualty to help make a tow line fast. As the lifeboat drew alongside the fishing boat, whose engine had failed, 'Joyful' was surprised to see his two crew members freeze at the guardrails with what appeared to be an uncharacteristic attack of the jitters. Then he saw the two men on the deck of the casualty; Captain Hook and Long John Silver would have paled to insignificance beside them and one of them even had a lethal knife strapped to his side. Deeming discretion to be the better part of valour, a tow rope was passed politely aboard the fishing boat, leaving the crew in residence to make it fast. The casualty was towed to Great Yarmouth where policemen eagerly awaited their arrival. To this day, 'Joyful' and his crew have never discovered what the police were after.

Henry West is very attached to his lifeboat; the day he took her to sea for the last time must have been a sad occasion. He can continue to help the station and remain close to the crew after retirement, but no coxswain can avoid a feeling of severance from the lifeboat when he retires. *The Manchester Unity of Odd Fellows* has been on station for longer even than 'Joyful's' 21 years as coxswain. And although there have been some changes to her—and all 37ft Oakley class lifeboats—over the years, she is still the same trusty boat. Like her sister 37ft Oakleys in the RNLI fleet, Sheringham lifeboat has now been fitted with a radar mast forward. More recently she has had more powerful Thorneycroft 52hp engines installed, and, perhaps the most noticeable adaptation of all, she has a shelter which completely covers the steering position and transforms her from an open boat to one which can provide

The mysterious Restless Wave (above) is towed in to Great Yarmouth.

Photograph by courtesy of Great Yarmouth Press Agency



The Manchester Unity of Odd Fellows how she appeared in her early days (above right) and (below), how she looks today with cockpit shelter and radar mast.



protection and warmth to the entire crew in bad weather.

Sheringham were pioneers of this shelter which is now being fitted to all 37ft Oakleys. The need for one became very obvious after a horrendous service carried out by their neighbours at Wells in February 1979 when their lifeboat, *Ernest Tom Nethercoat*, also an open 37ft Oakley class, was out for 11 hours in a violent north-easterly storm and continuous blizzard to stand by the disabled Romanian freighter, *Savinesti*. On their return to harbour the lifeboat's crew, some of them with frostbite, were unable to walk when they came ashore because of the effects of the bitter cold in an open boat.

Sheringham, one of the most neighbourly of lifeboat stations, keeping in regular radio contact with other stations up and down the east and north east coast, were listening to all the events of that day, suffering deeply for the members of the Wells lifeboat crew. They realised the need to keep crew members warm and with the help of their district hull surveyor, Paul Johnson, (whom Henry West describes as 'a clinking

fellow'), devised the prototype cockpit shelter.

So it is at a station with a strange combination of innovation and tradition that Henry 'Joyful' West relinquishes the helm of the lifeboat. His experience and helpfulness will undoubtedly bolster the station and its loyal fund raisers well into the future. He has huge admiration for the people who provide the back-up; for his honorary secretary, Lt Cdr Martin Swindells, who has held the position for ten years and who is headmaster of the nearby Beeston Hall School; for the committee who run the station and particularly for the hard-working fund raisers of the branch and ladies guild who, through their efforts, bring in thousands of pounds of support every year. In June 1982, when Henry West was awarded the British Empire Medal, the whole community felt proud. It was a worthy tribute to a modest man who has shared the history of Sheringham lifeboat for 38 years and who, without a doubt, has contributed hugely to a station which provides friendly, caring and highly effective service.

CORNISH CORRESPONDENT



Colonel T. H. Cornish.

Honorary secretaries of today's lifeboat stations who sometimes find themselves buried in paperwork will be interested to see how one of their predecessors of a century ago had to cope with the minutiae as well as the more important issues of the day.

John Corin, public relations officer of Penlee and Penzance station branch, looks at the correspondence from 1886 to 1889 of Colonel Tom Cornish who became honorary secretary of both Penzance and Sennen Cove lifeboat stations 99 years ago.

TO BE HONORARY SECRETARY of a lifeboat station for 44 years is perhaps not a record. To be concurrently honorary secretary of a second, neighbouring, station for 27 of those years must surely make Colonel T. H. Cornish's service to the Institution one for the record book. He was honorary secretary of Sennen Cove from 1886 to 1930, the year he died, aged 67, and honorary secretary of Penzance from 1886 until 1913, the year the lifeboathouse at Penlee Point was opened.

Sennen Cove and Penzance are separated by some nine miles of road including the long hill at Tregonebris and the steep descent of 1 in 6 down to the cove. It could not have been too easy a journey by mail coach or carriage and pair. In the 1880s the advantages of motor transport and telephone connections were still some way off. The colonel's home and office were in Penzance and he must have relied heavily, and confidently, on next day delivery of any letter he posted to Sennen, or London.

Thanks to Mr Tony Pawlyn, who hails from Newlyn, we have a photocopy of his typescript of the good colonel's outward letter book from 1886 to 1889. What is contained in those letters is only occasional reference to the wreck and rescue dramas which would have figured in the RNLI's journal, but there are many intimate sidelights on the work of an honorary secretary in those days. Relations with the coxswains and crew and local people

can be deduced and the reliance on headquarters in London for very minor matters is sometimes remarkable. On the other hand the divisional inspector does not figure very much in relation to Sennen and the honorary secretary seems to have been responsible for periodical exercises and the quarterly inspections.

Tom Cornish, as some would have been able to refer to him but fewer allowed to address him, was very much a product of his time. He was a practising solicitor in Parade Street, Penzance, where the firm of Cornish and Birtill still have their offices. In 1890 he succeeded his father as Town Clerk of the ancient Borough of Penzance. In those days the functions of local government did not permeate most facets of our lives in a town as they do today and the office of Town Clerk was a part time post. A relic of this arrangement persisted until comparatively recently in that Town Council employees had a day's holiday for Madron Feast, the Patronal Festival of the mother church of Penzance, when solicitors' offices closed.

With the clerkship of Penzance went clerkships to several other bodies, such as the Borough Magistrates, and also the post of representative of the Board of Trade on the Cornwall Sea Fisheries Committee. The colonelship was the rank of lieutenant colonel in the Devon and Cornwall Rifle Volunteers, the Territorials of the day, but Colonel Cornish did not see active service. On

the other hand he is recorded as having owned a smart little sailing yacht and to have been ready to pull an oar in the lifeboat *Dora* in a summer gale in 1886, in company with the honorary treasurer, when most of the usual crew were away at sea. After that rescue he wrote rather quaintly to Charles Dibdin, secretary of the RNLI,

'Although I have claimed 10/- (50p) for T. H. Cornish I hear from him that he will give that as a donation to the Institution.'

We can also imagine him perhaps writing the letter for Henry Bates, who had retired as second coxswain, for Bates to sign, thanking the Committee for a gratuity.

Many of the letters written by the colonel are naturally concerned with maintenance and minor building works at the boathouse. All letters to the RNLI in London are addressed to the secretary in accordance with Victorian business custom of a vertical structure of command. In May 1888 there was trouble over work carried out on the slip at Sennen:

Chas Dibdin, Esq.

'The Rev. R. J. Roe is questioning our right to have interfered with the slip at all and especially what right we had to build a wall between "A. B. and D." without first obtaining his consent. We here were under the impression that the slip belonged to the Institution and therefore we have not exceeded our power. Roe is a rum chap but I think with a little discreet management he can be put right, but don't trouble about it yet.'

No doubt many honorary secretaries of today will testify that there are still rum chaps about who may nevertheless succumb to discreet management!

Concerning Penzance lifeboathouse, then in Wharf Road and still standing, local relationships were rather more

favourable. On the occasions in 1888 when there was trouble with subsidence affecting the boathouse and also an unevenness in the adjacent municipal slip, used for launching, the honorary secretary was able to write to his father, as Town Clerk, to seek some action. As they lived in the same house and worked in the same office, communication was not difficult.

There was also correspondence with the Lord St Levan regarding a collecting box at St Michael's Mount, referring to 'the great interest your Lordship takes in this Humane Institution', an interest maintained by his present Lordship. At a somewhat different level there is a letter of January 1889 to a Miss Dingley:

'I return your box. The contents amounted to 8d. (3.3p). Will you kindly have it fastened to your stair case.'

As launching authority the honorary secretary had a rather more onerous task than asking the coxswain to slip the moorings or launch down a slipway by knocking a pin out. Horses had to be found to haul the lifeboat carriage, and paid for.

December 14th, 1886, to the Secretary of the RNLI:

'I return the receipt paper. In making out the total amount required I inserted 5/- (25p) per head for horses. The job master has seen me today and refuses to accept so



Contemporary of Colonel Cornish: Thomas Henry Nicholas, coxswain at Sennen, 1911-1920.



Launch of Sennen Cove lifeboat, Ann Newbon (on station 1893-1922). Colonel Cornish, in white collar, is standing on the beach.

small a sum, telling me that for night service he is entitled to £1 per horse. The late Secretary is away from home and nobody seems to know how much he is entitled to. So please pardon me for troubling you . . . I think his demand exorbitant.'

Some of the correspondence addressed to the secretary of the RNLI would seem to us now to concern very minor matters . . .

'Will you also kindly send me a key for the Penzance Boat House as one of mine is broken and is now quite useless.'

There was also endless correspondence about the whereabouts of a Very pistol. Navigational aids do not figure very largely, except for barometers. At

that time the RNLI provided them for fishing craft and coastal vessels at subsidised price . . .

'Will you kindly send me an Aneroid Barometer for Stephen Downing of Church Town, Newlyn, Captain of a fishing lugger . . .'

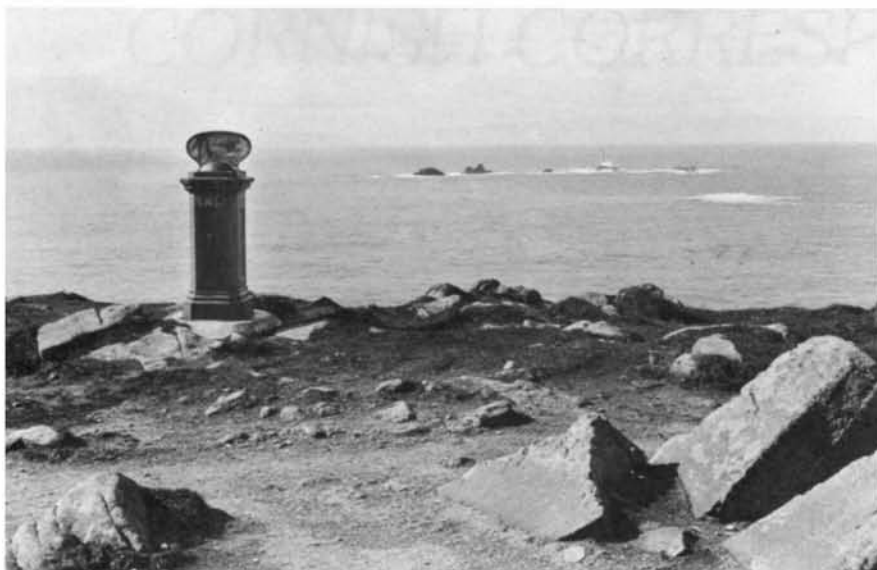
The cost was 13/- (65p).

Signalling was confined to pyrotechnics and a set of private signals between the Longships Lighthouse and Sennen Cove. Captain Tregarthen of Trinity House was asked to have a set of signal rules placed 'in some conspicuous place in the lighthouse . . .' and to the coxswain at Sennen,

'The signalling rules pasted on the board are to be hung up in the Boat



Penzance lifeboat, Elizabeth and Blanche (1900-1908) leaving Penzance Harbour.



A pillar collecting box on the cliffs at Sennen. Longships lighthouse is in the distance.

House, and I think one spare one, you had better ask the Landlord of the Public to hang somewhere in his house.'

which was a realistic idea.

Not all the correspondence was parochial. On December 22, 1886, the colonel wrote to the secretary of the RNLI,

'I am glad that for once a Board of Trade Inquiry has resulted in something satisfactory and the reason of those South-sea Boats remaining upside down is known. Will the Institution issue any order relating thereto, so that we can place them in our Boat Houses?'

Fund raising was confined to subscriptions and collecting boxes. There are still some pillar collecting boxes in West Penwith and it was decided to place one on the way to the Logan Rock, a favourite place for tourists of the day. The landlord, Sir Vyell Vyvyan, agreed and was offered an acknowledgement of one penny a year. The local mason was engaged to set the box up, but there was the little matter of

getting the box out to Treen, a few miles to the westward. Today a friendly lorry owner might do it for the honorary secretary in about 20 minutes from Penzance. It was not so easy for the colonel.

To J. Nicholls, Esq., Balswidden, St. Just. 7th June 1887.

'I have a small box of 5cwt 1qtr which I wish to send to the Logan Rock Village. Is it possible to send it by your Traction Engine, and if so will you kindly tell me what your charges are, and when you can take it.'

This was probably an engine used for towing and working thrashing machines from farm to farm, which in wet West Cornwall was done as soon as possible after harvest.

There seems to have been some delay in getting two of these boxes transported as about two months later the Victoria Iron Foundry in Birmingham was getting impatient for the return of the packing cases. One wonders how the traction engine from Balswidden

coped with the 1 in 5 gradient down to the Penberth valley, with its hairpin bend, on the way to Treen. However, by September the new pillar boxes were reported to *'have done better than the most sanguine could have hoped'*.

Unfortunately disaster soon struck. On the next January 6 the colonel was ordering a carriage and pair from the supplier of the lifeboat horses to take him and the honorary treasurer, Captain Marrack, to Logan Rock, Land's End and Gurnard's Head, where the pillar boxes were installed. *'Weather permitting'* was specified. On the Sunday morning they set out on what would have been a rather bleak journey, unless it was one of those mild days lent from summer which occasionally grace the West Cornwall winter.

Anyone hearing of a large lifeboat box being robbed today will doubtless ascribe such a crime to the degenerate nature of our present society and say that such a thing would never happen in days gone by. Not so. On the night of that month a telegram was being sent to the secretary of the RNLI saying that the box at the Logan Rock had been broken into and the locks destroyed. Subsequent correspondence showed that the County Police did not have much luck in tracing *'the scoundrel who did it'*.

What manner of man was Colonel Cornish? Very much a man of his time, as a photograph of this Victorian gentleman shows, with an air of self-assurance common to that era. It did not take him long to find his feet as an honorary secretary, and he had to exercise a good deal of local technical judgement in maintenance matters where today he would have prompt assistance from the RNLI's divisional officers. The coxswain had to be trusted to make a temporary repair and Charles Dibdin consulted on the proper way.

It might be asked why an honorary secretary for Sennen had to be found as far away as Penzance. The answer is that there was probably no man of business anywhere near Sennen in those days suitable for the task. Indeed the secretary for Sennen was found in Penzance until about 30 years ago.

Like all honorary secretaries, Colonel Cornish was not happy while his station boat was away:

To Captain The Hon. H. W. Chetwynd, RN.

'I trust you will not keep the Dora long as the boat we have in her place is nothing near as pretty as she is.'

The year after he took up his appointment, Tom Cornish had occasion to write to Charles Dibdin,

'I desire to thank you very much for your kind letter. I feel with your Committee that the cause is a great one and a blessing to our Country. And I can but hope that I may long be spared to have the honour of being associated with such a noble Institution.'

It is a sentiment which we can all echo today without any qualification.

Dora, the colonel's 'pretty' lifeboat saving the crew of Jeune Hortense in 1888.

Photograph by courtesy of F. E. Gibson



Shoreline Section

Services by RNLI Shoreline

The 37ft 6in Rother class lifeboat, *Shoreline*, stationed at Arbroath in Scotland and paid for out of the proceeds of a special appeal to recruit new Shoreline members, carried out a noteworthy service in November. In rough seas and strong winds she launched to a 47ft motor vessel with engine failure which was drifting into dangerous waters with two men on board. Despite the ten foot swell and worsening weather, the lifeboat's acting coxswain, Brian Bruce, managed to get a line on board and towed the casualty safely back to Arbroath.

It was at 1418 on the afternoon of Sunday November 11, 1984, that Arbroath lifeboat launched after Forth Coastguard had informed the station that the motor vessel *Gaynor* had broken down with a crew of two and a fishing party of eight others on board, three and a half miles south west of Arbroath.

Visibility was good but there was a fresh south-easterly breeze force 5, and the sea was rough with ten foot swell. Nearing the casualty at 1450, Second Coxswain Brian Bruce, acting coxswain for this service, was informed by the coastguard that the eight anglers had been winched off by an RAF helicopter but that her crew of two were still aboard.

The forecast was for deteriorating weather and already the wind was gusting to a strong breeze, force 6.

Because of the weather and because the ebb tide had by now set, the acting coxswain decided to tow *Gaynor* into Arbroath before it became dark. The tow line was made fast and the two boats made for Arbroath. Ten minutes later the line parted but was successfully re-established after a few minutes.

To enter harbour it was necessary to shorten the towing warp and at 1600 the lifeboat and *Gaynor* were safely moored in the waters of Arbroath harbour.

The weather was such that the lifeboat remained moored in Arbroath until the following day, when she could safely be hauled up her slipway and rehoused.

Another service by *Shoreline* which took place in December last year, will also be of interest to Shoreline members. On the afternoon of Sunday December 16, 1984, *Shoreline*, under the command of Coxswain Douglas Matthewson, launched after it was reported that the motor fishing vessel *Shalamar* was approaching Arbroath Harbour in a moderate breeze, force 5 and an eight to nine foot swell. Conditions for entering the harbour were difficult and the weather was worsening. The lifeboat stood by the fishing vessel outside the harbour until the tide rose to give enough water through the entrance. It was dark by this time but *Shalamar* was successfully escorted over the bar and into the safety of harbour.

New Shoreline pullovers

A new pure wool sleeveless V neck pullover embroidered with the Shoreline insignia, is now on offer to Shoreline members. It is available in two colours, burgundy and cream, and in chest sizes 36in to 45in. Its price is £14.25.

Membership count

At the time of going to press, there are 112,881 members of Shoreline. Keep up the recruiting!



Leeds Shoreline branch have a portable stall, enclosed on three sides and roofed, which will fit into a small trailer. The sign above it was painted by one of their members, Paul Thompson, and at a traction engine rally held at Harewood House, Leeds, many people were attracted to the souvenirs displayed on the stall. In the face of considerable competition from many other charity stalls, the day's takings came to a satisfactory £260.

Books . . .

● The early years of the Dungeness lifeboat station were ones of uncertainty. The station opened in 1826, just two years after the RNLI was founded, and in the next 48 years was closed twice and moved up and down the coast to different locations. In 1874 the station re-opened at Dungeness and remains operational to this day. **Dungeness Lifeboats**, by Mr T. James, is a small, but well researched history, illustrated with several pages of black and white photographs. The booklet is available from the lifeboat station, price 50 pence, or from the author T. C. James, 8 Copperfields, Lydd, Kent, price 75 pence including postage and packing.—S.J.G.

● Reluctantly, I have had to stop reading **Bows Amidships** by Bill Beavis (Adlard Coles Ltd, Granada, £1.95) in the office — my merriment was distracting my colleagues. The thing about Mr Beavis' book is that you can't help laughing out loud, and the stories seem highly plausible in an improbable kind of way. The book is a collection of stories, historical facts and cartoons, most of which first appeared in *Yachting World* and *Motor Boat and Yachting*. Of them all, my favourite is the re-writing of the story of Noah's Ark which has Noah complaining about the amount of money he spent on charts only to find them useless when the world is totally flooded. Mrs Noah complains about the number of fleas on board but does not dare to swat anything for fear of wiping out an entire species.

Another amusing tale is of the mis-drawn Spanish bowline which ties in nicely with another book that Bill Beavis is bound up with, **Knots in Use** (Adlard Coles Ltd, Granada, £2.95). It is written by Colin Jarman and illustrated by Bill Beavis. Concentrating mainly on the use of synthetic fibre ropes, the book is divided into three sections, knots, bends and hitches; whippings; splicings. The drawn illustrations are complemented with black and white photographs of the knot in use, and clear instructions on how to tie it and its various uses. Over 40 knots, whippings and splicings are described in the book which should see any sailor out of all manner of knotty problems. I can only hope that Mr Beavis has drawn the Spanish bowline correctly this time.—S.J.G.

● A course in basic astro navigation for yachtsmen is available for £12 including postage and packing. The course has been compiled by Air Commodore J. B. Voyce and comprises a booklet and cassette. It can be ordered from N. J. Voyce, Maranello, 81 Haven Road, Canford Cliffs, Poole, Dorset BH13 7LN.

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

I enclose subscription to join Shoreline as an:

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

Name _____

Address _____

More than 111,000 people would have been lost without the lifeboat service.

RNLI NEWS

PEOPLE AND PLACES

New Year Honours

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

Knights Bachelor

Rear Admiral Morgan Morgan Giles, DSO OBE GM. For political service. Admiral Sir Morgan Morgan Giles has been a member of the Committee of Management since 1971.

David Robinson. For charitable services. He funded the Penlee lifeboat, *Mabel Alice*, and the Buckie lifeboat, *Charles Brown*.

The Right Honourable Edward du Cann, MP. For political and public service. Sir Edward is chairman of the Wellington branch.

Fergus Montgomery, MP. For political service. Sir Fergus is the president of the Altrincham and Bowden branch.

MBE

John Malcolm Freswick Groat, honorary secretary of the Longhope lifeboat station since 1962. He was awarded a statuette in 1969 and binoculars in 1977.

BEM

Nigel A. Saint, motor mechanic of the Aldeburgh lifeboat. Mr Saint joined the lifeboat crew in 1961 as reserve mechanic and was appointed mechanic later that year. He was awarded the thanks of the Institution on vellum in 1972 and a long service badge in 1982.

Peter Jones, assistant motor mechanic of Hoylake lifeboat. For service to the gas industry. Mr Jones joined the lifeboat crew in 1953 and was appointed assistant mechanic in 1975. He was awarded a long service badge in 1983.

Odd man out: the new 20ft Boston Whaler *Outrage*, recently stationed at Poole and replacing a 17ft Dell Quay Dory. She is the only boat of this type in the RNLI fleet; she has a crew of three, a maximum speed of 30 knots and an endurance at full speed of six hours.



New RNLI film

THE BBC TV series, *Lifeboat*, shown during January to March 1984 and repeated on BBC2 recently, has been condensed into two thirty minute films by John Gau Productions.

The two films outline the life of the full-time lifeboatmen at Spurn Point and their work on the Humber lifeboat. They feature real life rescues, varying from fighting a fire on a fishing boat to the saving of four teenagers and a baby from an inflatable dinghy. Plenty of rough seas plus shots of other classes of lifeboat make these films well worth seeing. There is a good commentary throughout and interviews with Coxswain Brian Bevan and other members of the crew. Both 16mm films and VHS videos are available for group showings through Viscom, the film lending library, Park Hall Trading Estate, London SE2 8EL. Telephone 01-761 3035.

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:

Appledore

Second Coxswain J. W. Pavitt
Assistant Mechanic B. E. Williams

Cromer

Shore Helper L. B. Harrison

Dungeness

Motor Mechanic/Second Coxswain P. J. Richardson

Great Yarmouth and Gorleston

Coxswain/Mechanic R. J. Hawkins

Whitstable

Crew Member M. Judge
Shore Helper P. Kemp

In the last quarter's list of long service awards the entry under **Rhyl** should have read Emergency Mechanic D. Phillipson and not Shore Helper D. Phillipson.

OBITUARIES

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

February, 1984

Edgar William Garrad, formerly chief draughtsman, who retired in 1964 after 39 years service.

October, 1984

Mr R. H. Jones, honorary secretary of Conwy lifeboat station since 1967. He was awarded binoculars in 1978.

December, 1984

Dr William D. Bell, MRCS LRCP, honorary secretary of St Mary's, Isles of Scilly lifeboat station from 1964 to 1972.

W. R. (Rob) Corran, coxswain of the Douglas, Isle of Man, lifeboat from 1970 to 1974. Mr Corran joined the crew in 1932, serving as second coxswain from 1940 to 1970.

Norman Edmond, OBE, served on the committee of Aberdeen branch for over 30 years and was chairman of the committee from 1973 to 1974.

January, 1985

Mrs Connie Elston, who was honorary secretary of Hoylake ladies' guild for 17 years, having previously served as assistant honorary secretary. Mrs Elston was awarded the silver badge in 1979.

Mr John Stockley, a founder member of the Stockport Crew of Lifeboat Auxiliaries, and a long-serving member of the Manchester Executive committee. Mr Stockley joined Stockport branch in 1938 and the Stockport 'Crew' in 1948, he served as chairman and secretary of the branch from 1946 to 1953 and as treasurer of the 'Crew' from 1957 to 1974. Mr Stockley was awarded a gold badge in 1972 and the bar to the gold badge in 1982.

February, 1985

John Henry Brenton, aged 81 years. Mr Brenton served at the Padstow lifeboat station for over 40 years as crew member, shore signalman and as box officer.

Mrs I. Halliday, honorary secretary of the Vale of Leven branch from 1955 to 1983, she was awarded a statuette in 1966 and a gold badge in 1981.

Coxswain Frederick James Palmer, who joined the Weymouth lifeboat crew in 1926, serving as second coxswain from 1931 to 1940, and as coxswain from 1946 to 1962. He was awarded the bronze medal in 1948 and the silver medal in 1949.

Sidney C. Saunders who was a committee member of Witham and District branch from 1962 to 1972, chairman and honorary secretary from 1972 to 1983 and chairman from 1983 to 1985. He was awarded a statuette in 1977 and the silver badge in 1983.

March 1985

Coxswain Hughie Jones of Beaumaris. He joined the crew in 1936, served as second coxswain from 1946 to 1953 and as coxswain from 1953 to 1966.



Handing over ceremony: Caterham and District branch handed over a 15ft 6in D class inflatable lifeboat to Newhaven lifeboat station at Timber Hill recreation ground, Caterham on Saturday December 29, 1984. The lifeboat was funded out of contributions from the residents of Caterham and handed over by Mrs Marion Wood, honorary secretary of the branch. Captain John Leworthy, a member of the committee of management, received the lifeboat on behalf of the RNLI and members of Newhaven lifeboat crew and their wives were present to witness the event. An outdoor service of dedication was held and the choir from St John's Church led the singing. Hundreds of people attended, amongst them the Sea Cadets, Scouts, Guides, Brownies, local councillors, Rotarians, Probus club members, the Women's Institute, the Police and St John Ambulance Brigade.



Buttons and cards: sorting through a few of the hundreds of thousands of buttons and postcards that were sent in by viewers of BBC TV's Blue Peter are one of the programme's presenters, Janet Ellis, and Duncan Chilcott of Phillips Fine Art Auctioneers. The appeal reached its target of 800,000 envelopes and four new Blue Peter lifeboats will soon be on station at St Agnes, Littlehampton, Beaumaris and North Berwick as a result.



Small scale: Terence Amey (l) holds the model he made of Dover's 50ft Thames class lifeboat, Rotary Service, standing on the foredeck of the real thing. Since he completed his fine model, Mr Amey has been able to send some £500 to the RNLI from contributions received when it has been on public display. Also shown in this picture, taken during lifeboat week in Dover, is (r) a model of the station's old 44ft Waveney class lifeboat, Faithful Forester, now in the relief fleet, and Sheerness lifeboat, Helen Turnbull, another 44ft Waveney.



Optic illusion: it's difficult to ignore the lifeboat collecting box at the Nautilus Hotel in Benllech, North Wales. Wil and Jean Owen built their Lifeboat Bar after moving from Moelfre two years ago and have obviously taken some of the lifeboat traditions of that village with them.

Photograph by courtesy of North Wales Newspapers



Views across a century

With an eye and ear for history, (l) Paul Reed, Fred Hills and Richard Ovenden, crew members of Littlestone-on-Sea's Atlantic 21 lifeboat posed for a photograph which has a not altogether coincidental resemblance to the famous 1890's tableau, Heroes of the Goodwin Sands, depicting three Kentish coxswains, James Laming of Kingsdown, Richard Roberts of North Deal and John Mackins of Walmer.



BOAT SHOWS

Thanks to the generous free space allocated by the organisers, the RNLI was able, for the second year running, to display a lifeboat at the **1985 London International Boat Show**. She was the 33ft Brede class, *Safeway*, destined for Calshot and funded by the successful appeal run by Safeway Foodstores Ltd.

The untiring efforts of volunteers allowed new records to be set in cash takings, and a further 928 Shoreline members were recruited together with 76 youngsters joining Storm Force. Proceeds from the sale of lottery tickets rocketed from £1,712 in 1984 to £3,800 this year and although many people worked hard at selling them, Councillor Edward Trevor's phenomenal efforts were the main cause of the increase.

RNLI public relations awards were presented by Raymond Baxter, chairman of the public relations committee to Fontana Publishers, after the success of the book, *All at Sea*, which has raised over £10,000 for the RNLI, (Libby Purves, editor of the book, received her award at a later date), John Bird, former honorary curator of the Grace Darling Museum, Brian Green, Channel Islands photographer, Mallory Maltby, maker



The RNLI stand at Earls Court.

of the film, *How do you Say Thank You?* and Dugal Nisbet-Smith, director of the Newspaper Society, following the local newspaper week lifeboat appeal.

In addition to the cheque presentations shown on this page, Monsieur Jean Marc Charles Heidsieck, owner of the champagne firm that sponsored Tim Batstone's round Britain board sail, handed over £12,700 to Vice-Admiral Sir Peter Compston, a deputy chairman of the RNLI.



Captain John Leworthy of the committee of management receives £18,000 from Andrew Maclean, chief general manager of the Municipal Mutual Insurance Group, the first proceeds from a joint promotion. (Below) Vice-Admiral Sir Peter Compston is handed £20,000 by Terry Spratt, chairman of Safeways, following a special Christmas appeal.



At the presentation of the PR awards: (l to r) Dugal Nisbet-Smith, John Bird, Raymond Baxter, Mallory Maltby, Brian Green and Helen Fraser of Fontana.

Photograph by courtesy of David Trotter.



Bert Spurdin, Chelsea Pensioner and champion collector at Earls Court. For the second year running he brought in over £1,000.

The 1985 Boat and Caravan Show, Birmingham

Fund raisers from the Midlands manned the RNLI stand at the National Exhibition Centre; 123 Shoreline and 36 Storm Force members were enrolled and takings amounted to an impressive £8,521. The main RNLI exhibit was the new St Agnes D class inflatable lifeboat, *Blue Peter IV*, one of the replacement lifeboats funded by the recent *Blue Peter* BBC television appeal. The photograph (r) shows television and radio personality Rosie, of the programme *The Barmid's Arms*, enlisting her son Stephen to Storm Force. Also pictured is Holyhead's Coxswain Will Jones and (l) David Clifford, a ten-year-old branch member from Erdington.



Photograph by courtesy of Ted Edwards

Letters...

Bitter sweet home-coming

In September of last year my boyfriend and I were returning home after cruising abroad for almost two years. Unfortunately we were in collision with another vessel (I need not go into the details of the incident here) and our small yacht, *Primrose*, was dismasted. This all happened in Morecambe Bay, just some *twenty* miles from home—such an irony after five thousand miles of sailing!

It would not be an understatement to say that our spirits were low, very low.

BUT THEN...

out came the Fleetwood lifeboat to our rescue. I simply cannot express our gratitude to these wonderful men who give their services voluntarily, and so cheerily too, despite the fact that all were missing a day's work.

I should like, if possible, to send a very big THANK YOU to the Fleetwood crew via your magazine, also best wishes for 1985. I thank you for this opportunity of being able to send greetings to these wonderful men.
—JACQUELINE HARRINGTON and MR N. J. STARKEY, *Lancaster*.

Service after service

Of interest in the winter edition of THE LIFEBOAT under Lifeboat People, was the photograph of wreaths being cast on the water over the wreck of the *Rohilla*.

I happen to know that one of the six lifeboats that rescued survivors was the *Henry Vernon* which at the time had sails and a motor. I know this because she was subsequently owned by an uncle of mine who renamed her, *Rohilla*. At the beginning of the 1939-45 war she was requisitioned by whatever ministry, and as far as I know, went to Dunkirk.

After the war the ministry offered to sell her back to my uncle, but he declined, and I think arranged that she should be used by an organisation for young people like the Sea Scouts.

Some time later she was presumed lost at sea with all hands. I only know about this because I read a small piece in a newspaper which said a lifebelt bearing the name *Rohilla* had been washed ashore in the Bay of Biscay.

I sailed in this boat before the war and have a photograph of her (right) which may perhaps be of interest to some of your readers.—A. J. K. TAWSE, *Grubbs Farm, Staffhurst Wood, Edenbridge, Kent*.

Editorial note: Henry Vernon, stationed at Tynemouth, was one of the RNLI's earliest motor lifeboats. In the Rohilla rescue, when she took off 50 survivors, she proved how effective was motor power compared to the oars of the other five lifeboats involved.

Life lines

I wrote this poem after my uncle had been rescued by a lifeboat. I hope you like it:

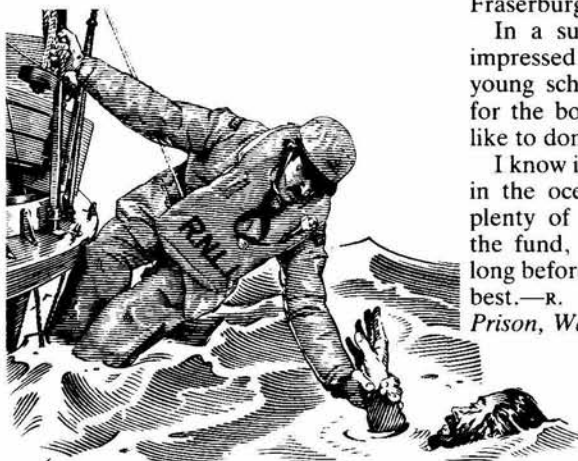
The Lifeboat

The red light flashes,
The lifeboat splashes,
Help is on its way to save a life today.
Help is needed
Help is pleaded
To save that life today.

The crew men dash,
You hear a splash,
Help is on its way to save a life today.
The lifeboat's coming,
The engine's humming,
Help is on its way to save that life today.

As the light grows dim
A man starts to swim,
Help is on its way to a save a life today.
He sees the lifeboat coming
And hears the engine humming,
Help is on its way to save that life today.

The man starts to shout,
The crewmen lift him out,
Help is on its way to save a life today.
The man starts to moan,
As they head back for home
But they saved that life today.
ARIANNE COULSON (*Aged 11*), *Braintree, Essex*



Veteran of the Rohilla rescue, Henry Vernon, renamed, Rohilla, and photographed in 1935 when she was privately owned.



Unmistakable touch

May I add my appreciation of the sterling work, over the last eleven years, of your predecessor, Miss Joan Davies, MA.

As editor of *Yachting World*, when Joan worked on my staff, I came to admire her integrity, loyalty, reliability and, above all, her outstanding ability. She was practical too. With the aid of her father she built her own racing dinghy.

Under her editorship, to my satisfaction, the tone of THE LIFEBOAT steadily improved. Although her name seldom appeared, her touch was unmistakable.

The article on Aberystwyth lifeboats in the current issue is an example of her careful research, historical and technical accuracy and faultless prose. The first paragraph about the Romans is characteristic. It immediately rivets the reader's attention.

She leaves THE LIFEBOAT with a job well done and a circulation soaring above the 120 thousand mark.—GROUP CAPTAIN E. F. HAYLOCK, *London, W14*.

Inspired to give

As a member of Shoreline I regularly receive THE LIFEBOAT, and in one copy I noted your intention of acquiring a Tyne class lifeboat, to be named, *City of Edinburgh*, to cover the area around Fraserburgh.

In a subsequent issue I was much impressed by the attempt of a group of young school children to raise money for the boat, and for my part I would like to donate £20 to the appeal.

I know it only represents a small drop in the ocean, but I suspect you have plenty of well-wishers contributing to the fund, so I'm sure it won't be too long before you reach your goal. All the best.—R. A. BARNES, *D Wing, HM Prison, Wakefield*.



RNLIKE CRAZY!

by Sally Wilson

Anyone who has recently completed a marathon or is training for one, possibly their first ever, will be grateful to Sally Wilson for putting the experience into words. The RNLI is receiving ever-increasing support from sponsored marathon runners—could this article inspire still more to raise money in this way?

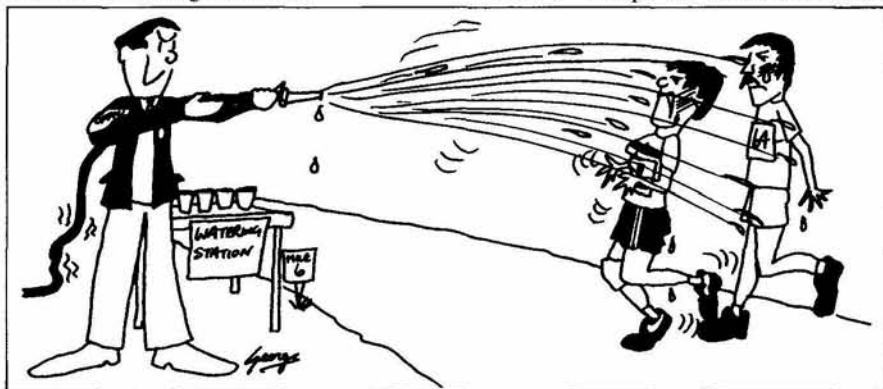
WHY IS IT only when you're in the middle of a gale force 8, with nil visibility, your lifejacket in the forepeak, your harness hanging in the heads, too much sail up and your skipper shouting obscenities enough to frighten the fish that you remember you only gave that nice lady outside Woolworths 10p on Lifeboat Day?

You arrive home full of enthusiasm for putting this matter right and quelling your conscience. But what, of a practical nature, can you do? You have only catering skills, and a sausage pie or quiche lorraine as a donation are hardly adequate. Perhaps a sponsored run. Every other person seems to be pounding the pavements each evening—why not you? The thought is there but is the will power, or rather the leg power? Just as the idea flags, a friend drops a sheet through your door: *Novice to half marathon in 14 weeks*. Well, novice is correct, the rest we shall see.

So the training begins and you learn rapidly about calf muscles, achilles tendons, stitches, knee joints and chest pains. Weeks one to four are no problem (or not noticeably so). Now, suddenly you are expected to be out running five nights a week and not four, on top of which you are supposed to jog 'easily' for one hour—all very nice on paper I'm sure. It gets worse. You just make it to week ten and you're barely alive. Week 11—jog one hour and 20

mins 'easily'. How can that length of time possibly be easy?

The enthusiasm needs bolstering so you mention the training to friends; now you really can't back out. The ladies think you ought to be in the mental hospital—not working for it. The men are all for the venture but only if you'll agree to wear sexy shorts. Oh well, it's all for a good cause.



Illustrations by Georgette Purches.

The sponsorship forms arrive with a good luck note from the RNLI in Poole. Little do they know how much that's going to be needed. Week 14—you can't believe you've got to the end, neither can any part of your anatomy, nor your husband who has patiently tolerated 14 weeks of agony listening to blow by blow accounts of each run, five nights a week.

The day of reckoning arrives. 9 am and already the sun is hot and there isn't a cloud to be seen. The weather man cheerfully announces that it is likely to be the hottest day of the year so far. Despondency settles over the household—none of the training has been done in conditions like these. The stuffy car journey to Ipswich is in silence. We arrive. 12.30: time to start drinking water. 1 pm: change into running kit. 1.30 pm: meet up with equally glum looking friends. 1.45 pm line up and loosen up. 2 pm: we're off!

Suddenly your feet start moving and the excitement of the spectators and the other runners draws you into the event and no longer is it a distant date and

venue to train towards. You're in the thick of it with a task to do and no-one is going to stop you.

Mile 1—in the showground in front of family and friends, you're feeling good (even though it's now in the 80s).

Mile 2—you start passing a few of those who set out to impress the crowds at a cracking pace, which in this heat is suicidal.

Mile 3—Heaven! A feeding and sponge station, much needed by all.

Miles 4 and 5—Into the rhythm of the race now. Time to pass pleasantries with a few competitors.

Mile 6—A nasty looking hill which common sense tells you it is only feasible to walk up unless you want to overheat and expire. Over the hill and another watering station. The officials give up trying to keep any semblance of order among the mass of runners arriving at the station. A sadistic official directs a hose full blast at the runners and everyone gets absolutely drenched.

Mile 7—Is it worth it?

Mile 8—Husband takes photos of a rather tired wife and administers the garden spray and a jug of cold water. So a 45 second stop and we're off again, although at a reduced speed.

Mile 9—I hope the RNLI awards me

a medal posthumously.

Mile 10—Second wind, a delicate breeze and the legs move up a gear.

Mile 11—Husband miraculously appears to aid what should be a flagging competitor—but I'm well and truly determined to get to the end and my legs are all in favour.

Mile 12—I must have sweated off two stone, but not even dehydration is going to stop me now. The showground is in view, the family are shouting themselves hoarse with encouraging remarks. Unfortunately you still have another mile to run in the grounds to get to the elusive finishing post. 100 yards to go and a final sprint for the photographers...

YOU'VE MADE IT!

You receive your finishing medal, drink four pints of water, take the strain off your leg muscles which have instantly seized up and ask to be taken home.

Sorry, did someone mention the London Marathon? Absolutely not. Never. I'll be certified first. Not even for charity.

Well, maybe I'll think about it...



THE LIFEBOAT SERVICE— Past and Present

50 Years Ago

The following two items were first published in THE LIFEBOAT of February, 1935.

Stories of a Life-boat Day.

ST. ALBANS, Hertfordshire, has the distinction of the help of many of its ex-mayors and ex-mayoresses on its life-boat day. Last autumn no fewer than six mayors and six mayoresses took part in the appeal. It also had among its collectors two who were over eighty years old. One of them was very lame, and could only get about with the help of two sticks, but dressed in life-boatman's cap and jersey, he gallantly went on with his collecting until the rain compelled him to stop.

The rain was heavy, but it could not damp the ardour of the collectors. At the produce stall in the market place one worker went home to change three times during the day.

The "crew" of the "life-boat," which is a feature of the St. Albans day, showed themselves as indifferent to bad weather as a real life-boat crew. This life-boat, about five feet long, is painted on oilcloth, and the public are asked to put their contributions on it—copper on the blue

part, silver on the white end-boxes and life-lines. Its crew continued on duty until late in the evening, when, wet through, they were forcibly deprived of their life-boat.

Another feature of the St. Albans day, which helps the hospital as well as the life-boat service, is the "goose from an egg" scheme. Eggs, which are given to the branch, are on sale, but the purchasers instead of taking them away, write their names on them and put them in an incubator. At the end of the day an egg is taken out and the goose (also a gift to the branch) is given to the purchaser whose name is on it. The eggs then go to the hospital. This year the goose was won by a man who was out of work and who had never before tasted goose.

Another man was invited to look at the things on the produce stall. He said that he was out of work and had no money to buy anything—but he had bought and was wearing his life-boat flag.

In Memory of Grace Darling.

THE motor life-boat *Herbert Joy*, the gift of Mr. Alexander O. Joy, of London, which was at one time stationed at Scarborough, and is now in the Institution's reserve fleet at Poplar, went up the Thames on 24th November to take part in the planting on the foreshore of Battersea Park of a tree in memory of Grace Darling and her father, William Darling, keeper of the Longstone Lighthouse. Captain E. S. Carver, R.D., R.N.R., the superintendent of stores, and a silver medallist of the Institution, was in charge of the life-boat. Commander Henry Strong, R.D., R.N.R., a member of the committee of management, represented the

Merchant Navy. The tree was an oak from Northumberland, presented by the Lord Lieutenant of the county, Sir Charles Trevelyan, and was planted by Commander Strong, Captain Carver and Lighthouse-keeper Mills, of Chatham.

The ceremony had been arranged by the Grace Darling League and the Green Cross Society, and was the first of a number of such ceremonies which are to take place all round the coast during the next three years in anticipation of the celebrations in 1988 of the centenary of the rescue by Grace Darling and her father of the survivors of the *Forfarshire*.



November 24, 1934: an oak tree from Northumberland is planted in Battersea Park, London, in memory of Grace Darling. [The editor would be interested to know if the tree still thrives in 1985.]

Today's Lifeboatmen



Coxswain John Connell of Amble, Northumberland. He joined the lifeboat crew in April 1953, became bowman in February 1962, second coxswain in February 1967 and coxswain in August 1972. He was awarded the thanks of the RNLI, inscribed on vellum, for his part in the rescue of a man from a capsized pinnace on September 29, 1969. In 1982 he received the Institution's long service badge. John Connell is a fisherman; he holds a second hand's certificate and fishes for shrimp and cod in his boat, *Coquet Vale*. He has one son and a daughter. His son, 'young John', is a member of both the station's D class inflatable lifeboat and the 37ft 6in Rother class, *Harold Salvesen*.

Facts and Figures

In 1984 the RNLI's lifeboats launched 3,536 times (an average of nearly ten times each day) and saved 1,307 lives (an average of over three people rescued each day).

Over 35 per cent of all services carried out by lifeboats in 1984 were in winds of force 5 or above.

Thirty-three per cent of all services took place in darkness.

Fifty-seven per cent of all services were to pleasure craft.

There are 256 lifeboats on station and a further 91 in the RNLI relief fleet.

111,769 lives have been saved since 1824, when the RNLI was founded.

The net cost of running the RNLI in 1985 will be over £20 million.

Current costs of building lifeboats are as follows:

16ft D class inflatable	£7,750
17ft 6in C class inflatable	£9,750
21ft Atlantic rigid inflatable	£29,000
47ft Tyne	£445,000
52ft Arun	£390,000

£

THE FUND RAISERS

Concerted efforts

Worcester guild has a particular talent for turning musical notes into pound notes. In May 1984 a concert given by Scottish baritone, Peter Morrison, in conjunction with the Hereford Police Choir, raised £362.25, while in December last year a performance by Moira Anderson made a further £1,024. Both concerts were held at the College Hall, Worcester.

Two musical events of a slightly different tone helped **Shefford and District guild** have a successful year in 1984. A musical evening in February and an Old Tyme Music Hall in November, together with coffee mornings, fêtes and their flag day, raised £985.

The pupils of Nutfield Priory School for Deaf Children decided to make the RNLI their Christmas charity by giving a carol concert and showing lifeboat films. The head boy and girl were able to hand over £100 as a result to **Reigate and Redhill branch** president, Carl Seager. £1,500 of the total branch income of £10,000 for 1984 has come from local schools.

Scilly season

Some very original ways of raising money were reported at the 1984 AGM of **The Isles of Scilly ladies' lifeboat guild**. There was the plate sale run by Mrs Helga Williams who had collected a varied selection of wall plates including one donated by the guild's president, Lady Wilson, which had been specially designed for her when she lived at No 10, Downing Street. The sale made £277. Mrs Williams also sells bulbs,



Le Beaujolais Nouveau est arrivé, along with £950. Paul Graham, pictured (r) with his wife Susan, organised a luncheon at his pub, the James King at Pease Pottage in Sussex to celebrate the 1984 vintage and to support the RNLI. Among his guests were Coxswain Len Patten of Newhaven who is seen here testing the wine with disc jockey Ed Stewart of Radio Mercury.

Photograph by courtesy of Mid-Sussex Times

flowers and plants outside her home, collecting the proceeds in a large bottle; the total raised to date is £1,084. Mrs Dorothy Pender who lives on the 'off island' of Bryher, not only collects from the 60 inhabitants on flag day, she rows out to visiting yachts moored in the channel and asks them to contribute! Her efforts for the year, which included a coffee morning and souvenir sales, brought in £1,887.

Making a meal of it

All aboard for breakfast! A captain's breakfast on board the Sealink flagship, *St Nicholas*, was organised last November to raise funds for **Harwich branch**. Roy Thompson is a steward on board *St Nicholas* and during the breakfast his wife Christine presented a cheque for £80 to branch president Jim Davis. Mrs Thompson had raised the money by running in the London marathon, sponsored by her husband's colleagues.

Harwich ladies guild have also been cooking up profits with a Christmas supper for over 100 people. Their hard work preparing and serving the food was rewarded with an impressive £426.

A luncheon, which was organised by **Carmarthen and Ferryside guild** to present Coxswain Derek Scott of The Mumbles with a cheque for £1,000 for the station's lifeboat appeal, itself raised £545. The £1,000 was made at a spring supper at the Iscoed Home Farm, home of Mr and Mrs John Davies. The luncheon was held at Dr and Mrs Henry Maliphant's house.

Football supporters

Loughton and District branch, holders of the UEFA Cup? Surely it's

Tottenham Hotspur's! Not so for two hours last November when Spurs football club very generously lent the cup to the branch during their annual winter fayre. Despite unfavourable weather the fayre raised £1,038.65 with many people taking the opportunity of having their photograph taken with the cup at 75 pence a time.

More help from a football club, this time Nottingham Forest, came when **Beeston and Chilwell branch** were allowed to make a collection at their ground which amounted to £115. The branch was only formed in May 1983 but has already raised over £2,500 from many varied events; their 1984 flag day and house to house collection made £756 and a jumble sale in November 1984 brought in a further £170 for branch funds.

Travelling salesmen

Lewisham branch's mobile souvenir shop is fast becoming a well known sight in the area. Since the branch first used it during the 1984 London lifeboat week, over £1,632 worth of souvenirs have been sold. Its last port of call was at Catford during the five performances of the South London Gang Show where a new song 'The Lifeboatmen', written by Colin Hume, had its première.

Long Eaton branch bought the ex-Porthcawl D class lifeboat from a local sub aqua club, and since restoring it, the branch have taken it to various events to display alongside a souvenir stall. In the last year £3,270 was sent to Poole headquarters. The branch's Christmas sale raised over £300 which included money from the raffle of a cake baked

continued on page 172

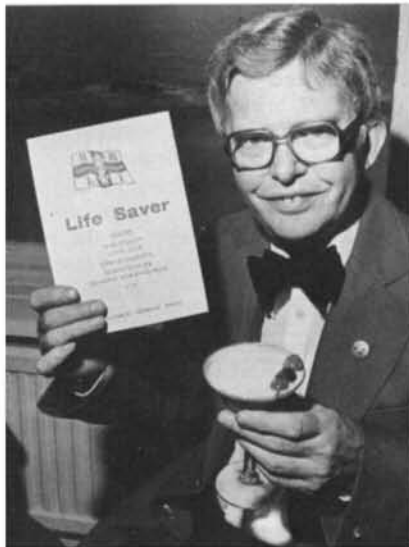


Two of the drivers, Peter Marlow (l) and Paul Selway (r), who took part in a sponsored drive around the lifeboat stations of the South West, organised by **Pill branch**, Bristol, last September. They are seen here outside the South West district office in Bristol with their Ford Orion car, kindly loaned by UBM Ford. The 695.6 mile drive took them from Bristol, around the Cornish, Devon and Dorset coast to Poole and finally back to Bristol. The distance covered was guessed correctly by Alan James of Portishead who won a weekend in Paris, donated by Thomas Cook, and the branch made £1,100 out of the venture.



Say no more! Words fail Derek Ball of **Gnosall branch**, Staffordshire, as his wife Lynda gently persuades him to make yet another contribution to their lifeboat swear box. It has had more than £30 off him to date.

Photograph by courtesy of Express and Star



Richard Hattrell of the Osborne Hotel, Swansea, is an expert in devising new cocktail concoctions. This one, a mixture of brandy, blue curacao, lemon juice and egg white, called **Life Saver**, earns a donation for the RNLi every time it is ordered by a guest in need of revival. Photograph by courtesy of Western Mail & Echo



Rotarians celebrate: the nine Rotary clubs of West Glamorgan came together for a presentation dinner at University College, Swansea, after they had raised a remarkable £25,050 for The Mumbles lifeboat appeal in a grand prize draw. Cliff Morgan, former Welsh rugby star and now head of BBC outside broadcasting, was guest speaker at the dinner. He was made to work hard that evening; he drew the 16 winning tickets, first and second prize a Vauxhall Nova car, he presented the cheque for the money raised to Vice-Admiral Sir Peter Compston, a deputy chairman of the RNLi, and, as the picture shows, he delivered an amusing speech. Chairman of the Rotary appeal, Jim Paterson, who devised the draw, was naturally delighted with the result.

Photograph by courtesy of Peter Knowles



Meet Clifton Close Harmony whose successful fortnight's tour of Torbay last summer netted £1,357 for the RNLi. The octet, made up from Anthony Newman, teacher at Clifton College, and seven pupils, most still recovering from 'O' and 'A' level exams, toured local hotels giving no fewer than 36 mini concerts. Audiences were regaled with barber shop and close harmony numbers such as 'Toot Toot Tootsie Goodbye' and 'Java Jive'. The group also did their share of busking, sometimes in as unlikely places as on a steam train, aboard the Dartmouth ferry, on a pedalo (to a crowded beach) and even in a public convenience.



Who's chicken? Definitely not (l to r) Philip Reiley, Ronnie White, Miles Lindsay, Graham Hardy nor Alan Lindsay, winners of the 1984 Hen Island Challenge Race for home-built craft. The team, all connected with the RNLi at Bangor, Northern Ireland, are photographed with their winning design and appropriate trophy. A cheque for the proceeds, a magnificent £5,750, took the form of a hard-boiled egg and was cashed at the bank by Fiona McCleery, honorary secretary of **Comber branch**.

Photograph by courtesy of Colin Watson



Winnie the Pooh invented Pooh sticks many years ago, but **Days Lock Island branch** in Oxfordshire have recently adopted the discovery of the bear of very little brain to make money for the RNLI. No fewer than 120 competitors took part in the branch's championships, held last December, dropping their sticks from Days Lock footbridge over the Thames at Little Wittenham. Chloë Wilson fought her way through the qualifying heats to take home the winner's sash and teddy bear prize. The minimum entry was 25p, there were hot dogs, soup and a raffle to keep everyone happy and the branch were £100 better off when it was all over.

Illustration by E. H. Shepard reproduced by kind permission of Curtis Brown Ltd.

and iced in the form of an RNLI house flag.

Mevagissey branch members man a souvenir shop throughout the summer months and in 1984 the bulk of their £11,000 remittance to Poole headquarters came from the sale of souvenirs. The branch's flag week raised £614 and proceeds from a water carnival held in Portmellon Cove for both local residents and visitors, which were divided equally between two charities, brought in a further £464.

Inn keeping with lifeboat tradition

Landlords and customers of public houses are among the most inventive and faithful fund raisers for the RNLI. John Hueston, landlord of The Plough, Downside, was recently presented with an RNLI plaque for raising over £500 in the last two years. Mr Hueston has organised a Beaujolais Nouveau sweepstake, Christmas draws, a firework evening and football matches to raise funds for the lifeboat service.

To help meet the cost of a new direction finding VHF set for Flamborough lifeboat, *The Will and Fanny Kirby*, Barry Crosby, landlord of the Royal Dog and Duck Hotel, organised

a variety of functions and in a year he and his regular customers raised £1,140.

A darts mini marathon, which lasted just one hour, was held at the Wise Man Inn, West Stafford near Dorchester, in July 1984. Two teams took part, one team made up from regulars to the Wise Man, the other consisting of officers, NCOs and soldiers from the nearby Bovington Army Camp. The two teams were sponsored for every 1,000 points scored as a team during the hour. The mini marathon raised £723, shared equally between Weymouth lifeboat station and the MacMillan Cancer Relief Fund. A bottle on the bar of the pub yielded a further £103 for the RNLI when the darts money was handed over.

Customers of the Duke of Wellington pub in Whidborne Street, London WC1, were not surprised to see barmaid Bet Lynch serving drinks on New Year's Eve. It was not, however, Julie Goodyear who plays the character in ITV's *Coronation Street*, but actually landlord Roy Oliver. Mr Oliver dressed up as Bet Lynch following a bet and raised £215; £130 of this was donated to the RNLI, the remainder going to the Licensed Victuallers Appeal.

Raffles in two Newquay, Cornwall, hotels during the 1984 summer season made £1,800 to buy equipment and clothing for Padstow and Newquay lifeboat crew members. John Fairclough, bar manager at the Marina Hotel, sold raffle tickets for a weekly draw throughout the summer and £1,100 was raised as a result. Mr Fairclough got the idea from John Plumb, who works at the nearby Tolcarne Hotel; he raised £1,400 for Newquay lifeboat over the last two years, the 1984 raffle making £700.

In just over a year, visitors to the Observatory Hotel, Birkenhead, have helped raise over £1,000 for **Oxton and Claughton branch**. To achieve this substantial sum the staff of the small hotel have run regular raffles and filled collecting bottles and boxes.

Camberley branch's, annual sponsored pub crawl was very well supported in 1984; participants, dressed as cops and robbers, raised a total of £1,800.

Pin-ups put on pounds

Noticing an article in the *Daily Mail* offering a coveted Pirelli calendar to those quick enough in sending off a request, Alan Butler of **Southend station branch** acquired one and, with the help of Roger Whistler, a fellow committee member, organised a special raffle. It proved very popular and £657 was made – all for the initial outlay of a 13p stamp.

A town gone quackers

What could be more natural than to run a rubber duck race for the lifeboat service? Having sold no fewer than 1,500 toy ducks, **Sligo branch**, in the Republic of Ireland, together with the Junior Chamber of Commerce, orga-

nised for the purchasers to race their ducks on the Garavogue River. There was a very large number of spectators and the event raised £1,000.

Tamworth ladies' guild borrowed a different kind of rubber duck, an Atlantic 21 lifeboat, to display at a fiesta afternoon and barbecue held at the Tamworth Cruising Club base in June. With support from the Mayor and Mayoress and many others, £180 was made at this land-locked event.

Arduous exercises

Over 200 people took part in an 18-mile sponsored walk over beach and marsh (not the easiest of terrains for walking) along the coastline from Sheringham to neighbouring lifeboat station, Wells-next-the-Sea. **Wells ladies' guild** provided tea for all the walkers who raised £3,782 for **Sheringham branch** funds. Pupils from Beeston Hall School, whose headmaster is honorary secretary of Sheringham station, raised a staggering £2,785 towards the total.

The last six years have seen pupils of West Hove Middle School taking part in six sponsored swims. The 1984 swim raised £389, bringing their grand total to £1,583, all of which has been presented to **Hove and Portslade branch**.

Twenty-two crews from Guide and Scout groups in Northampton took part in a 24-hour rowing relay on the River Nene last October. The crews rowed 55 miles, 1,065 yards in total and a competition to guess the distance covered made £248 which was divided equally between the RNLI and the Guide and Scout boat fund. In 1983 the boys and girls rowed from Northampton to Peterborough, bearing greetings from the Mayor of Northampton to his opposite number in Peterborough. That row raised £92 for the RNLI.

Learning the trade

Just before the end of each summer term, the 80 children aged between five and 11 in the care of Mr G. Wall, headmaster of Meavy Primary School near Yelverton, Devon, mount a sale of RNLI souvenirs. Two senior pupils are put in charge of the stocks provided by **Tavistock branch**. Proper book-keeping and accounting systems are adhered to and in 1984 a computer was used for the first time to keep stock records up to

continued on page 174

Facing page: *St Catherine's Quay, the maritime area of Blackgang Chine Fantasy Theme Park, on the Isle of Wight, has proved a huge success since it opened at Easter 1984, both as a public attraction and as a money maker for the RNLI. The ex-Flamborough lifeboat, Friendly Forester, (r) forms the centre-piece of this section of the Park. The Dabell family, which has had the park open to the public since 1843, are staunch lifeboat supporters and have collected money for the RNLI for many years. But the opening of St Catherine's Quay has meant that between April and September last year, a magnificent £3,076 was raised.*

Photograph by courtesy of the Isle of Wight County Press



Present arms! Father Christmas is about to open his sack for the 100 children who were at **Penrith ladies' lifeboat guild's** annual Christmas party. There were games, a home made tea provided by the committee and then Willane, the conjuror. Apart from all the fun and games, over £200 was raised for the RNLI.

Photograph by courtesy of Frederick C. Wilson



Heirloom or jumble? James Rylands (r), a valuer at Sotheby's, appraises a 19th century child's mahogany armchair belonging to Mrs Di Chick (centre). The valuation took place at **Wilton branch's** annual supper party held at the restaurant at Wilton House last October. 130 people enjoyed the evening which made £392. Father of the valuer is Lt Cdr David Rylands (l), chairman of the branch.

Photograph by courtesy of Peter Coburn



The toaster on the left – the one with RNLI on it – won the golden toaster award (the more conventional one on the right) in Noel Edmonds' Late Late Breakfast Show on BBC TV. The country's most powerful toaster, capable of shooting a slice of bread 39 feet into the air, was designed by Chris Handscombe (r), landlord of the Royal Oak at Langstone, near Havant, and five of his customers. Regulars sponsored the toaster's achievements and raised £200 for the RNLI. A further £300 was made when Swan Housewares Ltd gave 12 toasters to be raffled and the resulting cheque is here being handed over to round-the-world sailor, Sir Alec Rose, president of **Havant branch**, by David Shutte, of Whitbread Solent Inns. Jim Cadman (l), managing director of Swan Housewares, also donated a further £500 worth of goods for future fund-raising.



Sherry and mince pies are a recipe for success, as the ladies of **Reigate and Redhill guild** proved when they made them the object of a party held in Reigate Town Hall last November. It took no more than two hours to raise £825 from the considerable number of people who were drawn to the event. Members of the guild are seen here toasting their success.

Photograph by courtesy of Surrey Mirror



Waterloo station, of a sort. **Dalton and Waterloo branch**, newly formed, took advantage of the fact that one of their members, Mr M. Hollyhead, is secretary of the Huddersfield Society of Model Engineers. Last summer, in the local park a festival was staged over five Saturdays and the Society, who run miniature locomotives there, gave rides to children in return for money for the RNLI. Members of the branch, seen here, also ran a souvenir stall and were delighted with the £220 that was raised.

date. Cakes and sweets made and sold by the children supplement the total and over £600 has been raised since the exercise began.

Unflagging

With a little help from a Pearly Queen anything can happen. During flag week in **Letchworth** in September last year, Mrs Turgoose, who is a Pearly Queen, sold lifeboat emblems to passers-by and to many children fascinated by her pearly outfit. All together the flag day and lifeboat week raised £1,000, to which was added £200 from the sale of souvenirs.

Mrs M. Hood, a committee member of **Holyhead ladies' guild**, collected over £200 in her collecting box during three days of Holyhead lifeboat week. Mrs Hood stood with her box for a total of 12½ hours, and averaged approximately £16 per hour.

Pavement pounds

Two bus drivers from the London Country Bus Company at Dartford, strayed from their normal routes to take part in the Epsom and Ewell half marathon in September last year. Nirmal Singh and James Himsworth both ran on behalf of **Dartford and District branch** and collected £147.10 in sponsorship money. It was Mr Himsworth's first attempt at running in a half marathon and after only six weeks of training he finished the 13 miles in under two hours. Nirmal Singh is a regular marathon runner and raised £137 for Dartford branch when he ran in the 1983 Dartford half marathon.

Weston-super-Mare is probably the only branch to organise its own marathon as a fund raising event. Two hundred and twenty runners and four walkers took part in 1984 and the fast, flat course produced a record finishing time of two hours, 30 minutes, 47 seconds. All runners are encouraged to find sponsors with the money divided equally between the RNLI and their own favourite charity. In 1984, £1,600 was raised for the Institution and over £500 for other charities.

Running in a half marathon is hard enough in itself, but add to the 13 miles the heat of Saudi Arabia and it is difficult to imagine how anyone could

finish the course. Robert Hesselden ran in such a race in Tabuk, Saudi Arabia in December and raised a magnificent £850 in sponsorship for the RNLI. While Mr Hesselden was in England in January he handed over his cheque to Anthony Oliver, appeals secretary.

Regular customers of the Rose and Crown pub, Godalming, ran in a sponsored fun run for charity and raised £376. As most of the runners have sailing as a hobby it was decided that the money should go to the RNLI and a cheque was duly handed over to John Drudge, secretary of **Godalming branch**, by Terry Agar, landlord of the Rose and Crown.

Floating funds

Summer is the raft race season and 1984 saw three highly successful races. **York branch** held their raft race in glorious July sunshine. A local firm, Camerons Breweries, sponsored the event and when all the proceeds had been counted up, they amounted to £3,767.74.

The ladies of **Millport guild**, Isle of



Millport ladies guild, ahoy!

Cumbrae, are obviously made of strong stuff, for not only did they finish fourth out of 25 teams who entered a raft race organised by the local Masonic Lodge, but they also survived the hazard of flour bombs thrown at them by spectators on the harbour side and in pleasure boats. The £165 donated to the branch by the Lodge after the raft race helped the ladies to raise over £4,870 in 1984.

Godalming branch's race was also held in July with 29 teams taking part, some even finished the race! Over £1,000 was raised from sponsorship and the sale of refreshments and souvenirs.

Herne Bay branch's annual raft race

was very well supported with 40 teams from various parts of South East England taking part. An award for the team raising the most sponsorship money was won by the Fuzzafloat team—the raft manned by the local police force, who raised £869. Proceeds from the race amounted to £4,000. Other events by the branch, including a summer fair on the seafront with a simulated rescue by a search and rescue helicopter from RAF Manston, a Christmas fair and souvenir sales, helped the branch to raise over £10,000 in the last financial year.

Coffee shops

In just three hours of a coffee morning and luncheon, by selling souvenirs and bric-a-brac, **Kensington branch** were able to raise a remarkable £784.50. The branch committee organised the event in October 1984 to start off their new financial year.

Although only formed in 1983, **Strathendrick branch** are showing that they are not novices at fund raising. Their Balfron coffee morning held in October made £515.

Earby guild also held a coffee morning, which included a tombola, raffle and various stalls. It was the first event organised since their secretary, Mrs Sylvia Dick, recovered from illness and revived the guild. At the end of the morning the guild were richer by £256.

Reliable sources

Dymchurch branch organised many extra events in 1984 to celebrate the RNLI's 160th anniversary. They included three foot-tapping barn dances, a valuation afternoon, 'snowball' coffee mornings and a pie and punch party. The branch also shared the proceeds from a fête held in Noel Coward's former home, Goldenhurst, at which over 1,500 people were present. Total monies raised in 1984 were over £4,500.

Hampstead Garden Suburb branch organised a bring and buy and food fayre in November 1984. Over 200 people attended the fayre which netted £385 for the branch.

Busy fingers and artistic talent helped **Burnham-on-Crouch ladies' guild** raise over £2,000 in 1984. The Burnham ladies knitted jumpers and toys, made

Runners prepare at Tabuk, Saudi Arabia.



Goods on offer at Burnham-on-Crouch craft fair.



jam, cushions, shopping bags, pin cushions and dried flower arrangements to sell at a craft fair run by the guild. Other events organised by the ladies included cookery and flower arranging demonstrations, held in the Royal Corinthian Yacht Club, a plant sale in May and the guild's garden lunch which took place in July.

In 1969 the **Mexborough Retired Persons Group** was formed and each year since then the group has raised funds for the Institution. In October last year the group held its annual craft fayre which made £996. The fayre was not, however, the group's only fund raising event on behalf of the RNLI and in 1984 they raised a total of £2,239. To this amount can be added the money group

Readers digest? Or is it the currant issue of the journal? This appetising and skilfully iced cake was the prize in a raffle organised by the newly formed Harrow branch when they were asked to take part in an open-air fund raising event run by the Irish Society. Despite pouring rain, the event was a huge success and Harrow branch were given £645 at the end of the day, exactly half the proceeds. In their first year Harrow have raised a grand total of £2,016 for the RNLI.



members collected on behalf of the local RNLI guild during Mexborough's lifeboat week which realised £1,062.

Appledore station threw open its doors, or the shoreline at least, for an open day in July 1984. With help from a Royal Air Force helicopter taking part in an SAR demonstration with the Appledore lifeboats, and the local fire brigade who gave a fire fighting display, the day made £1,000 for Appledore branch funds.

The annual Seahouses harbour fête, the culmination of **North Sunderland guild's** activities for the year, broke all records in 1984 by raising £6,941.92. Young people from Seahouses collected £641.07 during the day and the guild's souvenir stall at the boathouse during the summer weekends sold £1,684 worth of souvenirs, with a further £546.39 being sold on lifeboat fête day.

Shifting sands: who needs oil when you can make £400 selling sand? These arabs, more usually members of Port Talbot Rotoract Club, were undeterred when they could not obtain a licence to collect in the street for The Mumbles lifeboat appeal. Given permission to sell something, they ordered five tons of sand and sold it in children's buckets to passers-by for unspecified amounts. Purchasers deposited their merchandise into the back of a lorry and by the end of the day the sand bank had produced a tidy profit.



Six guilds from the Midlands region faithfully manned a souvenir stall at the Royal Show last July despite weather which would make a lifeboatman's hair curl. **Coventry, Stratford-on-Avon and Warwick guilds**, and **Gnosall, Leamington Spa, Rugby and Redditch branches** manfully stayed at their posts despite torrential rain during two of the show's four days, and raised £1,674.

The united efforts of **Broadstairs branch and ladies' guild** produced £12,076 last year. Champion souvenir sellers among their ranks accounted for some £4,000. The town's flag day brought in a record £1,718 and coffee mornings raised over £1,000.

At their annual nogg'n natter, the Pirates Cruising Club of Epsom raffled all but their parrots to raise £156 for Yarmouth lifeboat, IoW.

RNLI national lottery

JOHN TERRETT, a regular presenter on the Bournemouth based Two Counties Radio, visited RNLI headquarters on January 31, 1985 to make the draw for the 28th national lottery. The lottery had raised over £52,000, a record figure and was £3,500 up on the corresponding lottery in 1984. Vice-Admiral Sir Peter Compston, KCB, a deputy chairman of the RNLI, and Anthony Oliver, appeals secretary, were on hand to witness the draw and to ensure fair play. The prizewinners were:

- £2,000: Stephanie Pearson, Droitwich, Worcestershire.
- £500: Anne Hazelton, Petersfield, Hampshire.
- £250: Elizabeth Scamens, Banbury, Oxon.
- £100: Mrs E. M. Moddrell, Darlington, Co Durham; J. Neilson, Chandlers Ford, Hampshire; Margaret Clarke, Feltham, Middlesex; R. W. Gammon, Exmouth, Devon; J. D. Morris, Milford Haven, Dyfed; John Dickin, Preston Gubbalds, Salop; A. Macdonall, Uig, Isle of Skye;
- £50: Mrs Marshall, Gayton-le-Marsh, Lincolnshire; Mrs Potter, Kings



John Terrett announces a winner.

Lynn, Norfolk; D. Crabtree, Doncaster, South Yorkshire; J. M. Brason, Poole, Dorset; G. Lowe, Warsash, Hampshire; Ann Mary Winters, Kirkcaldy, Fife; D. Cross, Kennington, Oxon; P. J. Bearman, London N4; John Blackman, Earls Court, London; C. Stiff, Camberley, Surrey.

The draw for the 29th national lottery will be made at Poole on Tuesday, April 30, 1985.



Under the bridges of Dublin sailed three students from Trinity College last year. Keith Lee, Paddy Benson and Ciaran McGuckian braved a temperature of only 2 degrees centigrade, a 25 knot wind and flour and egg bombing from fellow students waiting in ambush on O'Connell Bridge, to complete the 12 bridge sponsored board sail down the Liffey. They survived the trip in style and raised £147 for the RNLI as a result.

Lifeboat Services August, September and October, 1984

Aberdeen, Aberdeenshire

54ft Arun: October 26 and 27

D class inflatable: October 10

Aberdovey, Gwynedd

Atlantic 21: August 19 (twice), 21, 22,

25, 27, 28 (twice) and 30

Abersoch, Gwynedd

Atlantic 21: August 1, 4, 9, 29, 31

(twice) and September 2

Aberystwyth, Dyfed

C class inflatable: August 1, 18 (twice),

25 (twice), 26 (twice), 30, September

12, 25, 29, October 2, 14, 21 and 28

Aldeburgh, Suffolk

37ft 6in Rother: September 17 and

October 24

D class inflatable: August 1, 11, 31,

September 9 and October 20 (twice)

Alderney, Channel Islands

33ft Brede: August 4, 5, 15 (three

times), 20, September 1, 30 and

October 28 (twice)

Amble, Northumberland

D class inflatable: August 28

Angle, Dyfed

46ft 9in Watson: August 28, September

4 and October 15

Appledore, North Devon

47ft Watson: August 27, September 2,

21, 29 and October 22

Atlantic 21: August 2, 4, 19 (three

times), 20 (twice), 21, 27 (four times),

31 (twice), September 1, 2 (twice), 22,

28, 29, October 7, 22 and 26

Arbroath, Angus

37ft 6in Rother: October 26

D class inflatable: August 19 and

October 26

Arklow, Co Wicklow

42ft Watson: August 3, 13 (twice) and

September 23

Arran (Lamlash), Buteshire

D class inflatable: September 4 and

October 10

Arranmore, Co Donegal

52ft Barnett: August 4 and September 1

Atlantic College (St Donat's Castle),

South Glamorgan

Atlantic 21: September 12

Ballycotton, Co Cork

Relief 52ft Barnett: August 2, 5, 12, 27

(twice) and September 6

Baltimore, Co Cork

48ft 6in Oakley: September 21 and

October 11

Barmouth, Gwynedd

37ft 6in Rother: October 16

D class inflatable: August 4, 7, 18, 19,

20 (three times), 21, 28, 29, September

1 and 13

Barra Island, Inverness-shire

48ft 6in Solent: August 9

Barrow, Cumbria

46ft 9in Watson: August 5 and

September 9

D class inflatable: August 3, 27 and

October 21

Barry Dock, South Glamorgan

Relief 44ft Waveney: August 29

Beaumaris, Gwynedd

46ft 9in Watson: August 11

Atlantic 21: August 20, 30, September 8

and 29

Bembridge, Isle of Wight

48ft 6in Solent: August 25 and October

31

D class inflatable: August 1, 4, 21 and

25

Berwick-upon-Tweed, Northumberland

Atlantic 21: August 20

Relief Atlantic 21: August 26 (twice)

and September 9

Blackpool, Lancashire

D class inflatable: August 3 (twice), 12,

21 (four times), 27, September 2 (three

times), 20 (four times), October 11 and

27

Blyth, Northumberland

44ft Waveney: September 24 and

October 27

Borth, Dyfed

D class inflatable: August 15, 20, 21

(twice) and September 28

Bridlington, Humberside

37ft Oakley: August 28, 31, September

18, October 1, 15 and 20 (twice)

D class inflatable: August 31,

September 30 and October 13

Brighton, East Sussex

Atlantic 21: August 1, 16, 27, 29,

September 18, 23 (four times), October

11 and 22

Buckie, Banffshire

52ft Arun: August 14 (twice),

September 9, 12 and 16

Bude, Cornwall

D class inflatable: August 15

Burnham-on-Crouch, Essex

D class inflatable: August 21

Burry Port, Dyfed

D class inflatable: August 8, 19, 29 and

September 30

Calshot, Hampshire

40ft Keith Nelson: October 20

Relief 33ft Brede: August 9, 13, 28,

September 9 and 14

Campbeltown, Argyllshire

52ft Arun: August 24, September 9 and

11

Cardigan, Dyfed

D class inflatable: August 18, 20, 28

and September 25

Clacton-on-Sea, Essex

D class inflatable: August 10, 20

(twice), 29, September 1 and 30

Clovelly, North Devon

70ft Clyde: August 1, 12, 27,

September 4, 9, 10, 11, 17, 20, 27 and

October 24

70ft Clyde's inflatable: August 16 and

26

Conwy, Gwynedd

D class inflatable: August 13, 21, 22

and September 27

Courtmacherry Harbour, Co Cork

47ft Watson: August 5, September 8

and October 9

Craster, Northumberland

D class inflatable: August 27,

September 22 and 30

Criccieth, Gwynedd

C class inflatable: August 2, 8, 10, 21

(twice), 26 (twice), 27 (three times),

September 1, 5 (twice), 13 and October

2

Cromer, Norfolk

48ft 6in Oakley: August 15 and

September 4

D class inflatable: August 3, 15, 18 and

19

Cullercoats, Tyne and Wear

C class inflatable: August 30 (twice),

September 28, October 2, 14 and 28

Donaghadee, Co Down

44ft Waveney: August 4, 12, 15 and 26

(twice)

Douglas, Isle of Man

Relief 46ft 9in Watson: August 11 and

23

Dover, Kent

50ft Thames: August 17, 27 (twice), 29

(twice), September 4 (twice), 15,

October 3 and 28

Dunbar, East Lothian

47ft Watson: August 19

D class inflatable: August 19,

September 5 and 9

Dungeness, Kent

37ft 6in Rother: August 10 and

September 2

Dun Laoghaire, Co Dublin

44ft Waveney: August 30, September 6,

7, 9, 29 and October 11

Dunmore East, Co Waterford

Relief 44ft Waveney: August 4,

September 10 and October 27

Eastbourne, East Sussex

37ft 6in Rother: August 21, 27 (twice),

September 9 (twice), 15, 20 (twice), 24

and October 7

D class inflatable: August 30, 31,

September 1, 2, 3, 22 (twice), 23, 24

and October 27 (four times)

Exmouth, South Devon

33ft Brede: August 1 (twice), 4 (twice)

and September 20

D class inflatable: August 4 (twice), 5,

20, September 3, 14, 23, 29 and

October 28

Eyemouth, Berwickshire

44ft Waveney: August 4

Falmouth, Cornwall

52ft Arun: August 18, 20, 25, 31,

September 8 (twice), 26, 27, October

24 and 31

Relief 18ft 6in McLachlan: August 20

18ft 6in McLachlan: September 17

(twice), 22 and October 26

Filey, North Yorkshire

37ft Oakley: August 10 and October 5

D class inflatable: August 6, 17, 28

(twice), 29 (twice), 31, September 8, 9,

13, October 5 and 31

Fishguard, Dyfed

Relief 52ft Arun: September 8

Flamborough, Humberside

37ft Oakley: August 5, 24, 28, October

1, 12, 20 (twice) and 28

Fleetwood, Lancashire

44ft Waveney: August 4, September 1,

14, October 13 and 28 (twice)

D class inflatable: August 12, 18, 21,

27, 31 and September 9

Flint, Clwyd

D class inflatable: September 8 and

October 27

Fowey, Cornwall

33ft Brede: August 1, 20, September 4

and October 20

Fraserburgh, Aberdeenshire

48ft 6in Solent: August 21, September 5

and 12

Galway Bay, Co Galway

52ft Barnett: August 19, 21 and

September 17

Girvan, Ayrshire

33ft Brede: September 22 and 29

(twice)

Great Yarmouth and Gorleston, Norfolk

44ft Waveney: September 4 and 16

Atlantic 21: August 5, 6, 9 (three

times), 24, 26, 30 (twice), September 1,

3, 9 (twice), 19, 21, 22, 23, 27 and

October 24

Happisburgh, Norfolk

D class inflatable: August 12 and 13

Hartlepool, Cleveland

44ft Waveney: August 29 and

September 22

Atlantic 21: August 2, 28 and 29

Harwich, Essex

44ft Waveney: October 6 and 9

Atlantic 21: August 24, 31, September

3, 4 and October 14

Hastings, East Sussex

Relief 37ft Oakley: October 8 and 24

D class inflatable: August 4 (twice), 9

(twice), 22, September 9, 22 and

October 2

Hayling Island, Hampshire

Atlantic 21: August 2, 4, 21, 27, 31,

September 2, 5 (twice), 9, 19, 23 (five

times), October 13 (twice) and 28

(twice

Montrose, Angus

48ft 6in Solent: August 27 and September 6

Relief 52ft Barnett: October 29

Morecambe, Lancashire

D class inflatable: August 1, 12, 31 (twice) and September 27

Mudeford, Dorset

C class inflatable: August 3, 28, 31, September 2, 8 (twice), 9 (twice), 22, 23, 27, October 3, 6 and 18

The Mumbles, West Glamorgan

47ft Watson: September 11

D class inflatable: August 4 (twice), 5, 17, September 9 (twice) and 14

Newbiggin, Northumberland

Atlantic 21: August 14, 19 and 31

New Brighton, Merseyside

Atlantic 21: September 8 (three times)

Relief Atlantic 21: October 24 (twice)

Newcastle, Co Down

37ft Oakley: September 23

Newhaven, East Sussex

44ft Waveney: August 3, 5, 27 (six times), 29 (twice), September 1, 3, 9, October 30 and 31

Newquay, Cornwall

C class inflatable: August 5, 9, 10, 12, 13, 15, 22, 25, 26, September 7, 16, 28 and October 23

New Quay, Dyfed

D class inflatable: August 14, 19, 26, 28 and September 1

North Berwick, East Lothian

D class inflatable: October 9

North Sunderland, Northumberland

D class inflatable: August 5, 9 and 26

Oban, Argyllshire

33ft Brede: August 2, 7 (three times), 10, 19, 20, 22, 27, 30, September 2, 9 (twice), 16, 18, 23 and 28
Relief 33ft Brede: October 13, 20 (twice) and 31

Padstow, Cornwall

Relief 52ft Barnett: September 14, October 5, 19 and 21

Peel, Isle of Man

Relief Atlantic 21: August 17

Penarth, South Glamorgan

D class inflatable: August 1, 22, 25, 28, 30, September 6, 22, October 7

Penlee, Cornwall

52ft Arun: September 3 (twice) and 9

Peterhead, Aberdeenshire

48ft 6in Solent: August 9 and October 8

Plymouth, South Devon

Relief 44ft Waveney: August 17, 27 and September 15

Poole, Dorset

33ft Brede: August 1, 6, 9, September 16, October 4 (twice), 24 and 31

Dell Quay Dory: August 1, 8, 9 (twice), 27, 31, September 1, 28, October 4, 8 and 13 (twice)

Portaferry, Co Down

C class inflatable: August 11

Port Erin, Isle of Man

37ft 6in Rother: August 30

Porthcawl, Mid Glamorgan

D class inflatable: August 8, 22, September 1, 12 and 22

Porthdinllaen, Gwynedd

47ft Watson: September 29

Port Isaac, Cornwall

D class inflatable: August 10, 15 and 24

Portpatrick, Wigtownshire

47ft Watson: August 12 (twice), 31 and September 20

Portrush, Co Antrim

52ft Arun: September 30, October 15 and 17 (twice)

Portsmouth (Langstone Harbour), Hampshire

D class inflatable: August 5, September 3, 9, 10, 23, October 7 and 20

Atlantic 21: August 7, 12, September 2, 9, 23 (twice), October 7, 24 and 28

Port St Mary, Isle of Man

54ft Arun: August 22 and 26

D class inflatable: August 2, 7 and 26

Port Talbot, West Glamorgan

D class inflatable: August 11

Pwllheli, Gwynedd

37ft Oakley: August 26, 27, October 17 and 29

D class inflatable: August 22 (twice), September 3 and 16

Queensferry, West Lothian

Atlantic 21: September 22, October 2, 7, 19, 20 and 27

Ramsey, Isle of Man

37ft Oakley: August 14, 15 and 23

Red Bay, Co Antrim

D class inflatable: August 4, September 2 and 9

Redcar, Cleveland

37ft Oakley: August 12 and September 23

D class inflatable: August 26,

September 2, 23, October 14 (twice) and 21

Rhyl, Clwyd

37ft Oakley: August 11

D class inflatable: August 5, 11, 13, 20, 21 (twice), 27 and 30

Rosslare Harbour, Co Wexford

52ft Arun: August 1, 28 and September 2

Rye Harbour, East Sussex

D class inflatable: August 21

St Abbs, Berwickshire

C class inflatable: August 4 and 20

St Agnes, Cornwall

D class inflatable: August 12, 28 and September 14

St Catherine, Channel Islands

C class inflatable: August 5, September 8 and October 11

St David's, Dyfed

47ft Watson: August 9, 27, 28 and September 24

St Helier, Channel Islands

Relief 44ft Waveney: September 4, 6, 11, October 17, 18 (twice) and 22

St Ives, Cornwall

D class inflatable: August 2, 4, 5, 21, 28, 29, September 4, 10 and 28 (twice)

St Mary's, Isles of Scilly

52ft Arun: August 26 and 30

Relief 52ft Arun: September 23, 27 and October 20

St Peter Port, Channel Islands

52ft Arun: August 6, 12, 20, 31,

September 6, 19, 21 and October 27

Scarborough, North Yorkshire

37ft Oakley: August 2, October 20 and 23

Selsey, West Sussex

47ft Tyne: August 27, 28, September 6, 7, October 15 (twice), 27 and 31

D class inflatable: August 28, 29, 31,

September 22 and October 14

Sheerness, Kent

44ft Waveney: August 4 (twice), 20 (twice), 21, 24, September 4, 21, 23,

27, October 7 (twice), 11, 14, 19, 21 and 27

D class inflatable: August 6, 12, 20 (twice), 31, September 3, 9 (twice), 12,

18, 23, 27, October 23 and 27

Sheringham, Norfolk

37ft Oakley: August 10, 19, September 19 and October 22

Shoreham Harbour, West Sussex

D class inflatable: August 20, 22, September 22 (three times), 23 (five times), October 20 and 27

Silloth, Cumbria

Atlantic 21: August 10, September 9 and 30

Skegness, Lincolnshire

37ft Oakley: September 18 (twice) and 23 (twice)

D class inflatable: August 13 (twice), 15, 16, 17 (twice), 19, 20, 28 (three times), 29, 31 (four times), September 18 and October 7

Southend-on-Sea, Essex

Atlantic 21: August 4, 5, 20, 26, 28, September 2, 4, 9, October 7, 14 and 24

D class inflatable: August 16, 31 and September 3

Southwold, Suffolk

Atlantic 21: August 3, 23, September 9 and October 3

Stornoway (Lewis), Ross-shire

52ft Arun: August 21, September 15, 24 and October 16

Stranraer, Wigtownshire

D class inflatable: August 22, 25,

September 9 (twice), 15 and 23

Stromness, Orkney

Relief 52ft Barnett: August 13

Sunderland, Tyne and Wear

47ft Watson: August 25 (twice),

September 9 and October 19

D class inflatable: August 25 (twice), 26 (twice), 28 (three times), 30, 31 (twice), September 9 (twice), October 6 and 19

Swanage, Dorset

37ft 6in Rother: August 3, 4 (three times), 5, September 2 and 4

Relief 37ft Oakley: September 29, October 2, 7 and 13

Teessmouth, Cleveland

Relief 47ft Watson: October 20

Tenby, Dyfed

46ft 9in Watson: August 1, 12 and 28

Relief 46ft 9in Watson: October 1

D class inflatable: August 1, 2 (three times), 7 (three times), 8, 9, 10, 14, 20, 22, 26, 28, September 5, 6, 8, 9 (twice), 11, 22, 23 and October 1

Thurso, Caithness

48ft 6in Solent: September 28

Torbay, South Devon

Relief 52ft Arun: August 20

18ft 6in McLachlan: September 8, 12 and October 29

Trearddur Bay, Gwynedd

D class inflatable: August 16, 19, 26 and 30

Troon, Ayrshire

44ft Waveney: September 1, October 18 and 29

Tynemouth, Tyne and Wear

52ft Arun: August 27 and October 9

D class inflatable: August 6 and 14

Valentia, Co Kerry

52ft Arun: August 6 and 26

Relief 52ft Arun: September 8, 17, 21, October 13 and 14

Walmer, Kent

37ft 6in Rother: August 16 (three times) and September 4

D class inflatable: August 15,

September 1, 4 and 9 (twice)

Walton and Frinton, Essex

48ft 6in Solent: August 4, 5 (twice), 7, 20, 21, 28, September 9 (twice), 17, October 3 and 26

Wells, Norfolk

37ft Oakley: September 9

D class inflatable: August 5 and 19

D class inflatable: August 2, 4, 5, 11,

28, September 23 and October 27

West Mersea, Essex

Atlantic 21: August 2 (twice), 28, 31, September 1, 5, 9 (three times), 20 (twice), 23 (three times), October 5, 22 and 30

Weston-super-Mare, Avon

D class inflatable: August 12, 13, 16, 25, 26, October 1 and 4

Atlantic 21: August 16, 25, 26, October 1 and 4

Weymouth, Dorset

54ft Arun: August 8, 17, 21, 26 (twice), October 7, 18 and 28

Whitby, North Yorkshire

44ft Waveney: August 11, 23, 24,

September 4, 23 and October 20

D class inflatable: August 25, 27, 28, October 19 and 20

Whitstable, Kent

Atlantic 21: August 4, 5, 6, 15, 19, 21 (three times), 23, 25, 31, September 3 and 4

Wick, Caithness

Relief 48ft 6in Solent: August 31

Wicklow, Co Wicklow

Relief 42ft Watson: August 10, 20, 26 and September 2

Withernsea, Humberside

D class inflatable: August 13, 26 (three times), September 3, 16 (twice) and 18

Workington, Cumbria

47ft Watson: August 14

Yarmouth, Isle of Wight

52ft Arun: August 22, 27, 28,

September 3, 4, 7, 20, October 3 (twice), 6 and 18

Youghal, Co Cork

Atlantic 21: August 1, 10 and 28

On Passage

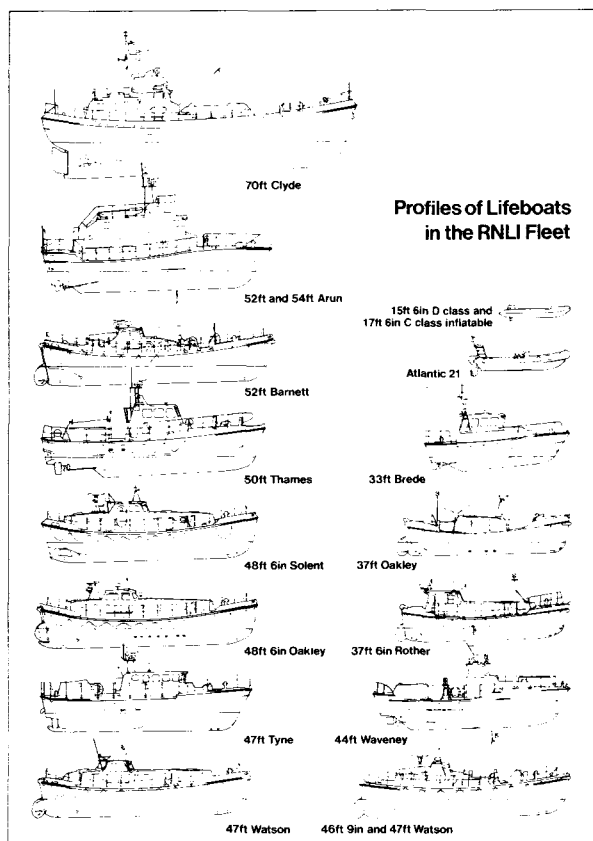
52ft Arun ON 1099: September 3

52ft Arun ON 1103: September 21 and 24

On Trials at Morecambe

D class inflatable: August 29

Relief Atlantic 21 B514: August 5 (twice), 9, 10, 20, 31, September 1 (twice) and 3



Awards

to Coxswains, Crews and Shore Helpers

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

Aberdovey:

P. A. F. Parker; Crew Member* 10 years.
P. S. Thompson; Crew Member* 15 years.

Amble:

R. Falkous; Emergency Mechanic 18 years.

Anstruther:

D. Jack; Crew Member 11 years, Assistant Mechanic 3 years.

Arran (Lamlash):

H. J. R. Walker; Crew Member* 13¼ years.

Baltimore:

M. O'Connell; Motor Mechanic 8½ years, Assistant Mechanic 22¼ years, Crew Member 2 years.
J. J. O'Regan; Assistant Mechanic 9 years, Crew Member 9 years.

Barry Dock:

E. G. W. Powell; Crew Member 5½ years, Coxswain 3 years, Second Coxswain 2¼ years.
L. K. Dure; Crew Member 10 years.

Beaumaris:

R. W. Jones; Crew Member 38 years.

Bridlington:

D. Atkins; Second Coxswain 8¼ years, Bowman 10¼ years, Crew Member 6¼ years.

Burnham-on-Crouch:

J. D. Clowes; Crew Member* 11 years.

Clacton-on-Sea:

E. E. Downes; Winchman 23 years.
B. P. Drane; Shore Helper 9 years, Crew Member 10 years.
A. D. Lewis; Crew Member 27 years.
P. R. J. Sherman; Assistant Mechanic 2 years, Emergency Mechanic 8 years, Crew Member 7 years.
D. B. Stammers; Crew Member 12 years, Shore Helper 10 years.
R. W. Stammers; Head Launcher 21 years, Crew Member 3 years, Shore Helper 11 years.

Clovelly:

S. P. Porter; Joint Second Coxswain 3½ years, Crew Member Padstow 10 years.

Cromer:

F. H. Muirhead; Crew Member* 10½ years.

Douglas:

R. Lee; Assistant Mechanic 24 years, Crew Member 10 years.

Eastbourne:

R. Wheeler; Coxswain/Mechanic 3 years, Second Coxswain/Assistant Mechanic 8 years, Assistant Mechanic 6 years, Crew Member 6 years.
G. D. Cole; Emergency Mechanic 13 years, Crew Member 5 years.

Exmouth:

B. B. J. Bradford; Motor Mechanic 13 years, Assistant Mechanic 14 years, Bowman 4 years, Crew Member 7 years.

Hastings:

A. J. Barnard; Crew Member 11 years.
C. Chapman; Crew Member 10 years.



Wells, Norfolk:

Howth:

W. Hendy; Emergency Mechanic 17¼ years, Crew Member 6 years.

Ilfracombe:

D. R. Hobman; Head Launcher 6 years, Shore Helper 18 years.

Lowestoft:

N. J. Carter; Crew Member 14 years, Assistant Mechanic 1 year, Previously Crew Member at Southend-on-Sea* 1 year.

Lytham St Anne's:

J. Brambles; Crew Member 26 years.

Macduff:

J. Mitchell; Coxswain 9 years, Second Coxswain 1 year, Crew Member 1 year.
A. Raffan; Motor Mechanic 9 years, Assistant Mechanic 1 year.

The Mumbles:

A. D. Lewis; Crew Member 27 years.
D. A. Palmer; Crew Member 29 years.

Newcastle (Co Down):

M. McClelland; Emergency Mechanic 5¼ years, Crew Member 10 years, Shore Helper 4 years.

Newquay (Cornwall):

F. P. Dungey; Crew Member* 15 years.

New Quay (Dyfed):

D. W. Evans; Crew Member 11 years.

Plymouth:

C. J. G. Andrew; Crew Member* 13 years.
J. N. Duke; Crew Member* 11 years.
I. D. Lovering; Crew Member 16 years, Crew Member* 16 years.

Porthdinllaen:

M. Massarelli; Crew Member 11 years. *Bronze Medal 1981.*

Port Isaac:

T. J. Beare; Crew Member* 11 years.

Rye Harbour:

D. Caister; Crew Member* 18 years.

St Helier:

S. J. Le Cornu; Shore Helper 10 years.

St Ives:

J. Benney; Head Launcher 15 years, Crew Member 20 years, Lightman 3 years.

St Mary's:

E. R. Guy; Second Coxswain 20½ years, Crew Member 11 years. *Bronze Medal 1967. Bar to his Bronze Medal 1970.*

Salcombe:

J. G. Griffiths; Coxswain 11 years, Crew Member 11 years.

Photograph by courtesy of Campbell MacCallum

Selsey:

F. R. Wells; Motor Mechanic 24¾ years.

Sennen Cove:

C. H. Botterell; Crew Member 21 years.
W. J. George; Crew Member 25 years.
T. B. Matthews; Crew Member 24 years.

Sheringham:

W. A. Williamson; Assistant Tractor Driver 10 years.

Silloth:

R. J. Jordan; Crew Member* 11 years.

Skegness:

J. M. Grunnill; Second Coxswain 33 years, Crew Member 12 years.

Stornoway:

G. F. Smith; Assistant Mechanic 12¼ years, Crew Member 5 years.
J. Mesleard; Crew Member 13 years.

Swanage:

P. J. Dorey; Second Coxswain/Assistant Mechanic 5 years, Assistant Mechanic 1 year, Crew Member 12¼ years.

Teesmouth:

D. Robinson; Motor Mechanic 8½ years, Assistant Mechanic 9 years, Emergency Mechanic at Redcar ¼ year.

Tenby:

M. Crockford; Crew Member 27 years.

Torbay:

W. J. Hunkin; Assistant Mechanic 8¾ years, Crew Member 4½ years, Crew Member* 9 years. *Bronze Medal 1976.*

Walmer:

Dr A. R. P. Calder; Second Assistant Mechanic 10 years, Crew Member 1 year.

Wells:

S. T. Smith; Shore Helper and Head Launcher 43 years.
R. K. Randall; Tractor Driver 23 years.

Weymouth:

L. F. Hellier; Crew Member 26 years.

Wicklow:









J. A. Kavanagh; Second Coxswain 7 years, Crew Member 17 years.
A. Quinn; Crew Member 27 years.
C. Byrne; Crew Member 13 years.
J. Byrne; Crew Member 13 years.

Youghal:

M. C. Murphy; Second Coxswain 27 years, Crew Member 14 years.

*Lifeboats under 10 metres.

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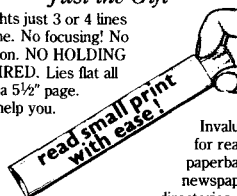
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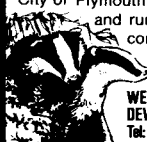
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