



The Lifeboat

Summer 1985

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30p

Alderney: a lifeboat station from scratch

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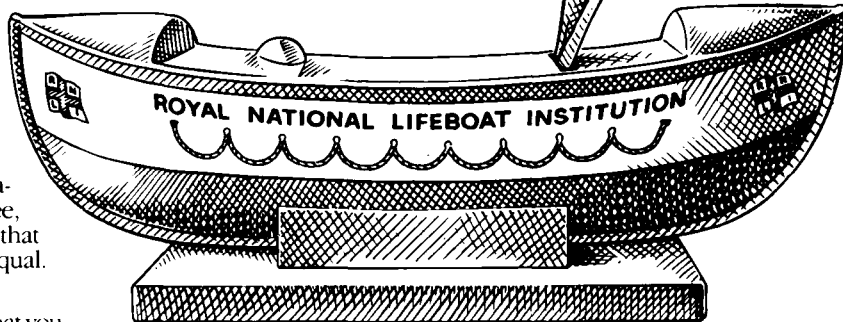
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MOTORPLUS

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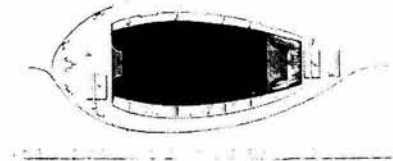
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COVER PICTURE

Coxswain David Clemence of Ilfracombe who was presented with a bronze medal at the awards ceremony on May 21 by the Duke of Atholl. Coxswain Clemence joined the lifeboat crew in 1954; he served as second coxswain for just three months before being appointed coxswain in July 1972. He was awarded a chairman's letter in 1981 and a long service badge in 1983. The photograph was taken by Maggie Murray.

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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.

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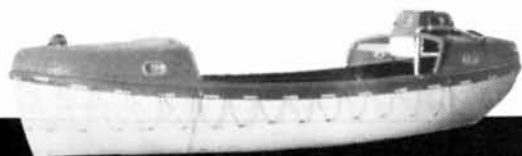
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RNLI NEWS

1,330 lives saved in 1984

Lifeboats launched 3,613 times and saved 1,330 lives in 1984, the Duke of Atholl, chairman of the RNLI, reported at the Institution's Annual Meeting in London on May 21.

Over £20 million was raised during the year and, after an allocation of £1.7 million to the fleet reserve for future lifeboat building, there was a surplus of £935,000.

New lifeboats now cost almost £½ million and the Duke announced that 50 to 60 new lifeboats would be needed in the next decade.

The proportion of expenditure devoted to the lifeboat service increased in 1984 with savings in administration costs. For every £1 of income, 77.6 pence are spent directly on the lifeboat service, 13.2 pence on fund raising and publicity, 4.6 pence on administration and 4.6 pence go to the general reserve.

A full account of the Annual Meeting appears on page 192.

Chinese visit

An influential Chinese delegation, led by Mr Yang Jinseng, director of the office of marine policy studies of China's National Bureau of Oceanography, visited RNLI headquarters in Poole on April 11. Mr Jinseng and his three

colleagues were greeted by Commander Bruce Cairns, chief of operations, who explained the way the Institution operated. The delegation were examining all branches of this country's search and rescue organisation with a view to establishing similar services in China. They were particularly impressed by what they saw in Poole.

Falklands tribute

Tenby is to receive a new Tyne class lifeboat to be named *RFA Sir Galahad*. Part of the cost of the lifeboat is being met by a special appeal run by the Royal Fleet Auxiliary in memory of those lost in *RFA Sir Galahad* which was sunk in the Falklands in 1982. The appeal has raised over £80,000 to date. *RFA Sir Galahad* was disembarking Welsh Guards when she was attacked by aircraft in the Falklands, so a Welsh station is highly appropriate for this lifeboat. A special appeal has been launched in Shropshire also to raise funds for the lifeboat.

Coastguards stress windsurfing safety

HM Coastguard are recommending that board sailors get proper training from a recognised training centre and that they do not put to sea until they have mastered the techniques thoroughly. Last year, lifeboats launched 320 times to sail boards.

The Coastguards are visiting shows demonstrating how board sailors can avoid trouble and how they can help themselves by expecting the unexpected. In a statement they said 'HM Coastguard encourages board sailing as it is a healthy sport which gives youngsters an early understanding of the sea. However, windsurfing is a risky business for the inexperienced and improperly equipped'.

Award to designer

The 1984 small craft group medal of the Royal Institution of Naval Architects has been awarded to Colin Mudie, naval architect and yacht designer who is a member of the RNLI's boat and technical consultative committees. The medal, which has been awarded for outstanding services to the small craft industry, was presented by the president of RINA on Tuesday April 16, 1985.

Colin Mudie began his career as a

When the cross channel hovercraft Princess Margaret collided with the harbour arm at Dover in bad weather on the afternoon of March 30, 1985, the relief Arun class lifeboat, A. J. R. and L. G. Uridge, on temporary duty at Dover, was very quickly on the scene. Her crew saved five people from the water and landed a further 183 passengers from the crippled hovercraft. She is seen here carrying out the rescue operation. A full account of the service will appear in the autumn issue of THE LIFEBOAT.



design apprentice at the British Power Boat Company yard at Hythe, Southampton, and worked with yacht designers Laurent Giles and Partners and with Robert Clark before setting up his own independent design firm, first in Westminster, London, and since 1968 in Lymington, Hampshire. He designs a wide range of craft, power and sail, for pleasure and for commercial use, for individual owners and for multiple production. They include sea training vessels such as the Sea Cadet Corps brig, *TS Royalist*, and her sister ship, *TS Varuna*, for the Indian Sea Cadet Corps.

Sothebys maritime exhibition

London auctioneers Sothebys are staging a special maritime exhibition next January to benefit the RNLI. The exhibits will come principally from private collections and will include prints, drawings, watercolours, porcelain and glass, furniture, tapestries, silver, collectors items (such as sextants, compasses, models, figureheads), clocks, chronometers, barometers, stamps, arms, armour, uniforms, books, manuscripts, letters, documents, maps, coins and medals. RNLI supporters who have interesting items of a maritime nature which they would be prepared to lend are asked to contact Peter Holness, RNLI, West Quay Road, Poole, Dorset BH15 1HZ. Tel: 0202 671133.

NEWS POINT

LOOK OUT FOR TROUBLE

Lifeboats launched 3,581 times last year and coatuards were involved in 4,879 incidents. In spite of these tremendous efforts, 257 people lost their lives. Of these 134 died as a result of their vessels getting into difficulty. The remainder were personal accidents such as drowning while bathing, man overboard and cliff falls. It will never be possible to avoid deaths on or by the sea, but the lifeboat service, working with HM Coastguard and the rescue helicopters, stands ready to help anybody in trouble. One problem is that calls for help can come too late.

Recognising this, HM Coastguard are launching a new campaign 'Look out for Trouble'. They aim to educate children both to avoid trouble by learning about beach, cliff and sailing safety and to recognise when other people are in distress. Recent tragic incidents have shown that even when the sea does not look threatening, it can take its toll. 'Look out for Trouble' encourages a responsible and vigilant approach to enjoying the seaside. Perhaps it will help to reduce the tragic figures of lives lost.

National Lifeboat Museum

A new joint committee has been set up to help the National Lifeboat Museum in Bristol with its future plans. The committee, chaired by Sir Reginald Verdon Smith, comprises three representatives each from the National Lifeboat Museum (a registered charity separate from the RNLI), the Bristol City Council and the RNLI. The museum has recently acquired the lifeboat, *Helen Blake*, a small harbour lifeboat stationed in Dublin Bay from 1939 to 1959. The boat was renovated by Fairey Marine of Cowes, who currently build Tyne class lifeboats.



Flagstaff memorial: *The Bishop of Truro, the Right Reverend Peter Mumford, blesses the flagstaff mounted in Truro Cathedral and made as a memorial to the lifeboatmen who died in the Penlee lifeboat disaster of December 1981. The wood for the flagstaff was taken from the wreckage of Solomon Browne and turned by members of the RNLI's depot staff in Poole. The Duke of Atholl (r) chairman of the Institution was present at the blessing and unveiled a plaque commemorating the disaster.*

photograph by courtesy of Andrew Besley



Three men not in a boat: *should the twin-engined 17ft 6in C class inflatable lifeboat ever have the misfortune to capsize, this is the correct way to right her. The demonstration, given by RNLI staff at Cowes base, shows how the special righting gear, fitted to every C class inflatable, is put to use.*

Bombe surprise?

A reader of THE LIFEBOAT swears that what follows is true. He has a neighbour who is prone to making the odd malapropism. Recently this neighbour was recounting how he had spent the evening before in a Swanage restaurant whose dining room overlooks the bay. From their table they could see one boat in particular was having a pretty rough time of it. The neighbour went on to say: 'and we'd only just finished our meal when the macaroons exploded!'



Jewels for a lifeboat: *A member of Phillips' staff models some of the 17 items of jewellery Mrs Esme Anderson generously gave to the RNLI for auction to pay for a new £390,000 Arun class lifeboat to be stationed at Newhaven and to be named Keith Anderson after her late husband. The emerald ring (r) alone was valued at over £200,000; also shown is a £20,000 diamond tiara, a £40,000 necklace and a £10,000 diamond plume brooch.*

LIFEBOAT SERVICES

South East Division

Sick man taken off in gale

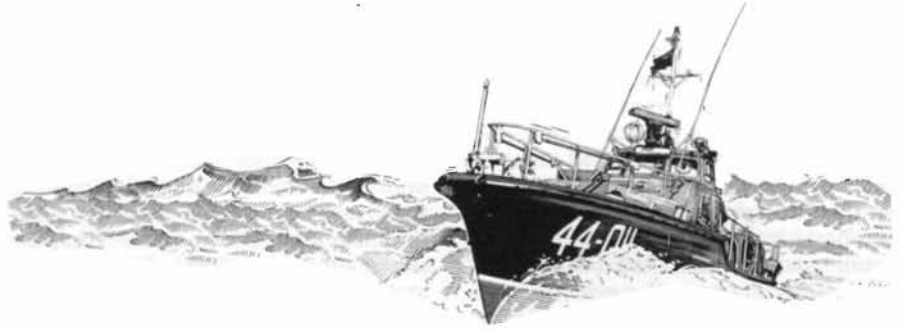
AN IRISH CONTAINER SHIP, *Bell Rover*, contacted Dover coastguard on the evening of Tuesday November 20, 1984, seeking medical advice about one of her crew members who was sick. After consultation with a doctor, the ship asked if the man could be taken off by lifeboat.

Hastings lifeboat station's honorary secretary agreed to launch and as the case of sickness involved drug abuse, he considered that the station's honorary medical adviser, Dr Adrian Head, should be taken afloat. *Bell Rover* was requested to steam from her position which was 24 miles south east of Hastings on a closing course for the lifeboat.

When the relief 37ft Oakley class lifeboat, *Calouste Gulbenkian*, on temporary duty at Hastings, launched into the eastern harbour at 2023, the weather was very bad. A south-south-westerly force 8 to strong gale force 9 was blowing with heavy breaking seas and poor visibility in the driving rain. It was half an hour before high water. A deliberate delay in launching the lifeboat had been calculated to allow the container ship to close Hastings, thus reducing the distance the sick man would have to travel aboard the lifeboat in the heavy weather.

Coxswain Joe Martin was at the lifeboat's helm and, once clear of the harbour, he set a course of 160°M. The rendezvous was seven miles south east of Hastings and the outward passage was extremely uncomfortable with seas breaking continuously over the lifeboat; waves were estimated at between 15 to 20 feet in height.

Bell Rover's lights were sighted at 2113 and VHF radio contact was made. The ship's master agreed to steam slowly on a north-westerly heading to provide a starboard lee so that the sick man (who, it was now reported, weighed some 22 stone) could board the lifeboat by pilot ladder. Coxswain Martin steamed at half speed, making a starboard turn so that he could assess the height and other details of the ship, anticipating that he might have to put the doctor on board.



At 2119 the lifeboat came under the decklights of *Bell Rover* and all hands were astonished to see the sick man already on the pilot ladder. He was facing outboard and was being held at the shoulders by two men leaning over the bulwarks.

The wind by now had increased to force 9 and was backing slightly to south by east; waves were reaching 30 feet in height. Shouting to his crew forward that he was going to run straight in, once only, Joe Martin approached the ladder with the lifeboat's port bow. The ship appeared to be stopped in the water and was drifting round to a westerly heading, rolling heavily.

With the lifeboat's port bow pinned against the ship's starboard side, Second Coxswain Douglas White, Doctor Adrian Head and one other crew member waited for the ship to roll so that they could grab the sick man into the forward well. As the two vessels rolled, the man was moving some 12 feet vertically in relation to the lifeboat but within seconds he had been taken securely inboard. Once the coxswain had been told that it was all safe forward he put the lifeboat's engines full astern. However, a combination of the container ship's drift to port and the urgency of the approach meant that the lifeboat was now parallel to the ship. As the lifeboat came astern, *Bell Rover* rolled heavily on to her, damaging her port side fittings. (In fact, when back at station, blue paint from the ship was discovered on the lifeboat's port engine-room coach top.)

As he lost sight of the lifeboat beneath his after starboard accommodation, the ship's master, believing he had severely crushed her, called the lifeboat on VHF radio. Once clear of *Bell Rover's* port quarter, Coxswain Martin was able to reply that all was well. The sick man and doctor were brought aft to the shelter of the cockpit where it was found that the man was not in need of very urgent medical attention. This made the situation easier for the ten occupants of the confined space.

A course was set for Hastings pier at 2125 and half an hour later Coxswain Martin hove to half a mile south of the pier so that he could set the drogue for the run in to the beach. By now the entire lifeboat crew were soaked to the skin by the constant seas taken aboard which flooded the cockpit.

As the lifeboat rounded the harbour arm all the crew and the sick man were moved forward in case the lifeboat took stern seas as she hit the beach. At 2220 the lifeboat was safely ashore and hauled clear. The sick man and doctor were taken to a waiting ambulance and the lifeboat was back on her carriage, refuelled and ready again for service at 2300.

For this service the bronze medal was awarded to Coxswain/Mechanic Joe H. W. Martin. Medal service certificates were awarded to Second Coxswain G. Douglas White, Assistant Mechanic Steven N. D. Martin and crew members Steven J. Barrow, Charles E. Sharrod, Frederick White, Robert D. Ball and Derek H. W. Ryder. A letter of appreciation, signed by Rear Admiral W. J. Graham, director of the RNLI, was sent to the honorary medical adviser, Dr Adrian Head.

South West Division

Yachts in distress

THE DEPUTY LAUNCHING AUTHORITY of The Lizard-Cadgwith lifeboat station was telephoned on the evening of Monday September 3, 1984, to be told by Falmouth coastguard that a red flare had been sighted off Poldhu Cove. The maroons were fired and at 1826 the Lizard-Cadgwith's 48ft 6in Oakley class lifeboat, *James and Catherine MacFarlane*, with Coxswain/Mechanic Peter Mitchell at the helm, launched from her slipway.



The Lizard-Cadgwith lifeboat station.

The wind was blowing force 6 from the south west with gusts of force 8 as the lifeboat steamed at full speed away from the station. Visibility was about two miles between heavy rain squalls; the sky was overcast, the tide slack, low water having passed about half an hour earlier. In the lee of The Lizard the sea had been slight but once the lifeboat was past Lizard Point, four cables to the south, and a course had been set to clear Rill Point at half a mile, the full force of the south-westerly wind was felt and the sea became rough.

Because the lifeboat's VHF radio was not working, Land's End Radio was called so that they could relay all messages to and from the lifeboat, Falmouth coastguard and a Royal Navy rescue helicopter which had joined the search. At 1850 the lifeboat had Rill Point abeam and altered course to 335°M. Ten minutes later the rescue helicopter reported the position of the casualty, a 22ft yacht, *Bass*, to be 260°, two and a half miles from Loe Bar. A mile and a quarter west of Pedngwinian Point, the lifeboat adjusted her course again along a bearing, given her by the helicopter, of 310° by three and a quarter miles between her and the yacht.

A further report from the helicopter revealed that there were two yachts involved, one towing the other, making slow progress but being carried closer towards the shore. Wind had increased to gale force, when, at 1949, the position of the two yachts was confirmed by shore based radar and by the helicopter as half a mile off Rinsey Head. At this point the cliff rescue company was called out.

Just past Welloe Rock, Coxswain Mitchell sighted the casualty half a mile ahead of him, about half a mile off Prah Sands. The yacht *Bass*, single masted with a low freeboard, was pitching and rolling heavily in the rough sea and 12 foot swell. She was also sheering badly under tow of the other, similar yacht and was occasionally shipping seas. The wind was carrying along many squalls and with visibility of half a mile, the coxswain was aware of the proximity of land and surf inshore.

The coxswain approached the seaward side of *Bass* and decided he had enough time to try to tow her clear of the shore. Her crew appeared to be in good heart and capable of working on the yacht's deck. Using the loud-hailer, Coxswain Mitchell told the three yachtsmen that he was going to pass a heaving line and a tow rope and told them to secure the rope to a strong point forward. The rope was passed and made fast.

Just as the lifeboat was taking up the tow, the yacht *Alto*, which had been towing but which was now cast free, sailed across the towline. The lifeboat crew slacked down the tow rope in time to prevent it from fouling.

At this moment the rescue helicopter, her task completed, was released to

return to RNAS Culdrose. The lifeboat headed south to clear The Stones rock at a speed of no more than two knots. The yacht had lost her rudder—the cause of her distress—and was sheering considerably.

Twenty minutes later, a red flare was seen by the lifeboat's crew coming from the yacht *Alto* which had, by now, dropped well astern. The coxswain slowly turned the lifeboat and her tow and steamed back to the yacht. Bringing the lifeboat and tow head to wind, close to *Alto*, Coxswain Mitchell found her to be all right and apparently comforted by the presence of the lifeboat. She was under control with a storm jib set but was unable to sail clear of the shore. She had no radio. The coastguards were informed of the situation and were told that the coxswain considered it unwise to try to tow both yachts. The coastguards replied that Penlee lifeboat was launching to assist.

It was at 2049 that Penlee's 52ft Arun class lifeboat, *Mabel Alice*, slipped her



RNLB *Mabel Alice*.

mooring and headed out of Newlyn harbour with Coxswain Ken Thomas at the helm. Despite the force 6 to 7 westerly wind, there was little effect upon the sea off the east facing harbour. Visibility was poor through heavy rain squalls under an overcast sky and it was now dark.

On a course of 105°M Penlee lifeboat passed close south of Cudden Point and then two cables north of The Stones rock towards the last known position of the yacht *Alto* given by the coastguard as half a mile west of Rinsey Head. Nothing could be seen on reaching this position and the radar also showed nothing due to excessive sea clutter. Coxswain Thomas then steamed south and, at 2111, rendezvoused with The Lizard-Cadgwith lifeboat. She had resumed the slow tow of *Bass*, at the same time trying to keep *Alto* in sight.

Coxswain Mitchell gave an approximate bearing and distance of *Alto* to Penlee lifeboat which then headed to the west of Welloe Rock. Coxswain Thomas fired off two parachute flares when half a mile south west of Trewavas Head. He then steamed south for a mile, then south east, searching at a moderate speed. At 2130 another flare was fired and this time the yacht was sighted.

She was trying to sail across the weather under her storm jib and was almost awash. The three people on board made it clear that they would not abandon their yacht, so a tow line was passed from Penlee lifeboat. The sea was rough with a ten foot swell, less than had been found closer inshore. At 2140 the tow was taken up very slowly to avoid damaging the yacht. Twenty minutes later, *Alto's* rudder was lost during a particularly violent sheer. On the coxswain's advice, the yachtsmen rigged a lifebuoy to act as a drogue. This successfully steadied the yacht and towing began again.

South of Mountamopus buoy some lee was experienced and there was less swell; gradually the tow could be increased to half speed and at 2315 lifeboat and yacht entered Newlyn harbour. *Alto* was just secured alongside the pier when Falmouth coastguard reported that another yacht, *Vivendi*, was adrift outside the harbour. Leaving the harbour again at 2322, *Mabel Alice* took the yacht in tow and returned to Newlyn at 2345 just at the time that The Lizard-Cadgwith lifeboat was arriving with the yacht *Bass* in tow.

From the time that Penlee lifeboat had left her, The Lizard Cadgwith lifeboat had been continuing the slow tow of *Bass*, until, at 2155, the line had parted close to the yacht's stem. Giving his intentions over the radio, Peter Mitchell fired a white parachute flare to light the scene as he reconnected the tow. Towing was resumed, still very slowly, but gradually speed was increased as the two boats came under the lee of Penlee Point.

The yacht was eventually secured to the quay inside Newlyn harbour and after hot drinks for the lifeboat's crew, *James and Catherine Macfarlane* set out again at 0035 to return to her station. She arrived at 0245, was recovered onto the slipway, refuelled and was ready again for service at 0310 in the morning of September 4.

For this service, the bronze medal was awarded to Coxswain/Mechanic Peter R. C. Mitchell and medal service certificates were awarded to Second Coxswain Ian Mitchell, Assistant Mechanic Henry Johnson and Crew Members David Hill, Robert Francis, Raymond Curnow, Nigel Hill, Philip Burgess and Martin Mitchell. A letter of appreciation, signed by the chief of operations, Cdr Bruce Cairns, was sent to Coxswain Kenneth Thomas and the crew of Penlee lifeboat for their part in this service.

East Division

Sailboard out in force 8

MICHAEL TIGHE, a crew member of Sunderland's 16ft D class inflatable lifeboat, was near the lifeboathouse on

the afternoon of Sunday November 4, 1984, when he was told that a board sailor was in trouble near Sunderland Outer Piers.

The weather was overcast and clear; a northerly force 8 gale was blowing and ten foot swell was breaking on to the sheltered beach which is used to launch the lifeboat. It was two hours after high water. Despite the conditions the station honorary secretary authorised Michael Tighe's telephoned request to launch. He knew the situation was serious and believed that the inflatable lifeboat could cope in the hands of his most experienced helmsman.

At 1450, five minutes after the alarm was raised, the lifeboat was launched, manned by Helmsman Michael Tighe and Crew Member Alan Dixon. They made full speed towards the last known position of the sailboard, at the entrance of the outer piers. Close to the entrance the northerly gale was causing heavy breaking confused seas as it met the ebb from the river and the lifeboat had to reduce speed. Clear of the breakwaters, she turned south and every time either lifeboat or sailboard was lifted on the heavy seas, the lifeboat crew could see the board sailor, lying on the board.

With the wind now gusting to force 9, the sea was very rough with waves of up to 20 feet and blown spray. The sail of the board had been dropped to act as a

sea anchor and Helmsman Tighe made a straight run in down wind, only to be blown past by the sea and the force of the wind. He then turned the lifeboat and made another approach, head to sea.

The height of the waves and the spray made it difficult to see and as soon as the way was taken off the lifeboat as she came close, she was again blown clear of the board. On his third approach, again head to sea, the helmsman kept the power on and the board sailor was grabbed by Alan Dixon. Although he was very cold, the board sailor was still mobile and, with Crew Member Dixon's help, he scrambled aboard the lifeboat, bringing his sailboard with him.

Return passage into the sea was made at slow speed, to try to keep the lifeboat in the water. Knowing it would be impossible to turn across the seas to enter harbour, Michael Tighe continued north for a quarter of a mile and then, on a suitable smooth, turned the lifeboat and surfed back between the outer piers. She was safely beached at 1512 and was rehoused, ready again for service.

For this service the thanks of the Institution inscribed on vellum were awarded to Helmsman Michael Tighe and a vellum service certificate awarded to Crew Member Alan Dixon.

Scotland South Division Stranded fishing vessel

GALE FORCE southerly winds were blowing and heavy seas breaking in the bay when, on the evening of Monday November 26, 1984, the honorary secretary of Kirkcudbright lifeboat station was informed by Ramsey coastguard that a fishing boat was stranded on Kirkcudbright bar and needed immediate assistance.

Maroons were fired at 2148, the crew mustered at the harbour and, at 2205, the station's 37ft Oakley class lifeboat, *Mary Pullman*, launched from the slipway with Acting Coxswain/Mechanic Stephen Unsworth at the helm. Spray was affecting visibility as the lifeboat headed south south west at full speed to clear the river. Communications were established by VHF radio telephone with Ramsey coastguard who confirmed the fishing boat's position as "in Kirkcudbright Channel". A sharp visual and radar watch was set.

Passage towards the bar was rough with six foot breaking seas, visibility and radar response was limited and nothing was sighted in the river. At 2210 the lifeboat cleared the bar and the coxswain headed west to search the seaward side of Milton Sands. Two



Whitby: 1235 on Tuesday March 19, 1985. A party of 27 school children with three teachers were reported by a member of the public to be cut off by the tide at Jump Down Bight, 250 yards east of Whitby. Both the relief 44ft Waveney class lifeboat, Wavy Line, on temporary duty at Whitby and the station's 16ft D class inflatable were launched. While the Waveney class lifeboat stood off some 400 yards from the shore, the D

class made seven trips ferrying the children from the beach to the 44ft lifeboat. The operation was carried out in a fresh south-westerly breeze, force 5, with four to five foot swell. By the time they were landed back in Whitby the children were cold, wet and several were seasick. The school party was on a visit to Whitby and had planned, later in the week, to pay a visit to the lifeboat station. photograph by courtesy of Whitby Gazette

minutes later Crew Member Colin Mathieson, on lookout, caught sight of the casualty lying aground on her starboard side and surrounded by breaking seas. As Acting Coxswain Unsworth circled the fishing boat, *Leon Jeannine*, to inspect the conditions, three people could be seen at her forward end. They were instructed to move to the stern of their vessel.

The weather was still poor with rough breaking seas in the area as the lifeboat headed south to approach the casualty. Acting Second Coxswain David Henry and Crew Members Edward Eccles and Colin Marshall went forward to be ready to pick off the survivors as the lifeboat passed the stern of the fishing boat. Unfortunately the three fishermen froze at the critical moment and would not leave the wreck.

A second run in was made and this time the lifeboat's foredeck crew grabbed a survivor each and pulled him aboard. The lifeboat headed south to clear the bank before turning to cross the bar once more.

The lifeboat returned to station at 2230 and at 2239 was back on her slipway and the three survivors were landed. Their fishing boat later sank.

For this service the thanks of the Institution inscribed on vellum were awarded to Acting Coxswain/Mechanic Stephen Unsworth. Vellum service certificates were awarded to Acting Second Coxswain David J. Henry, Assistant Mechanic William McKie and crew members Edward Eccles, Alexander McHenry, Colin G. Marshall, Colin Mathieson, Gavin S. Scott and Robert Thomson.

Scotland South Division Drifting on to lee shore

WITH WINDS OF STORM FORCE 10 to 11 and a very heavy sea starting to break over the harbour wall, Acting Coxswain Thomas Devenny had set watch at Troon lifeboat store on the morning of Thursday October 18, 1984. At 1150 he



Acting Coxswain Thomas Devenny.

intercepted a message from the fishing vessel *Golden Years* on VHF radio telephone. She was disabled and drifting on to a lee shore and was requesting lifeboat assistance. Attempts to tow her by her sister ship had failed.

Thomas Devenny immediately telephoned Clyde coastguard to ask them to page the lifeboat crew and inform the station's honorary secretary. At 1202 Troon's 44ft Waveney class lifeboat, *Connel Elizabeth Cargill*, slipped her mooring and headed out of the harbour with Acting Coxswain Devenny at the helm.

Intermittent rain meant visibility was poor and the wind was still a south-south-westerly storm force 10 to violent storm 11. High water at Troon was at 1850. Clear of the harbour, the lifeboat headed north at best possible speed. Further intercepted messages indicated that *Golden Years* was two or three miles north of the harbour. Communications with Clyde coastguard were established on VHF radio and visual, VHF direction finding and radar watches were set.

At about 1207 the acting coxswain altered course to the west to gain more searoom; at the same time two-way VHF radio contact was established with the fishing vessel and her position was confirmed. She reported that her engine was disabled and that she was streaming ropes from astern to try to reduce her rate of drift on to the lee shore.

After clearing Lappock Rock, a positive VHF direction finding bearing was obtained and Thomas Devenny altered course to the north north east to intercept the casualty. Minutes later the fishing boat came into view on the starboard beam, she was just over half a mile from the shore and a mile north of Lappock Rock. The lifeboat headed inshore, to the north of the fishing boat, and then turned and ran slowly past her stern in an unsuccessful attempt to pick up one of the trailing ropes.

She then stood off so that her coxswain could reassess the situation. Looking at the conditions and circumstances of the fishing boat, he decided that the only way to save lives was to tow her clear. The lifeboat was manoeuvred up weather of *Golden Years* and the crew floated a nylon securing line down on to the casualty. A tow was secured at 1245; the weather was still stormy.

To gain searoom the fishing boat was towed slowly south west for ten minutes. A special braided nylon rope was then passed and the tow resumed at best possible speed towards Troon harbour. The lifeboat and tow entered harbour at 1315 and the fishing vessel was safely berthed. Ten minutes later the lifeboat was back on her mooring, refuelled and ready again for service.

For this service the thanks of the Institution inscribed on vellum were awarded to Acting Coxswain/Assistant Mechanic Thomas Devenny. Vellum service certificates were awarded to Acting Second Coxswain Robert

Hannah, Acting Motor Mechanic Peter McClure and Crew Members John Forshaw, Ian Hillhouse, Alistair McLaughlin and David Seaward.

Scotland South Division Eight saved on January night

IN THE SMALL HOURS of Thursday January 31, 1985 the coastguard reported to Oban's honorary secretary that a fishing vessel, *Shemara*, was aground on Lady's Rock and was in urgent need of the lifeboat.



RNLB *Ann Ritchie*.

The crew were paged and at 0332 Oban's 33ft Brede class lifeboat, *Ann Ritchie*, launched on service with Coxswain/Mechanic Patrick Maclean in command. It was showery and there was a moderate breeze, force 4, in the shelter of the harbour and the tide was ebbing.

Once clear of the harbour, the coxswain headed west north west towards Lady's Rock at full speed. The weather was worse clear of the harbour and there was now a near gale force 7, gusting gale force 8 and a rough sea was running across the tide. At 0353 the lifeboat arrived off Lady's Rock to find the fishing boat hard on the reef, bow up with a list of 40 degrees to port, heading east.

Coxswain Maclean sized up the situation and consulted with *Shemara's* skipper who recommended an approach on his starboard side. The coxswain disagreed and considered a port side approach would be safer with the likelihood of more available water. The sea had begun to moderate but there was still a westerly gale with showers when the lifeboat made the first of a series of controlled runs to the fishing vessel's port quarter. Some 15 to 16 such runs were needed to recover her eight crew members on to the starboard shoulder of the lifeboat.

By 0405 the coxswain was able to report to Oban coastguard that the rescue operation had been carried out and he also requested an ambulance to meet the lifeboat on her return as the fishing boat's skipper was suffering

from angina. *Shemara's* sister ship *Golden Dawn* had arrived on scene and intended to stand by the stranded vessel until the weather moderated.

The lifeboat returned to Oban, landed her survivors at 0434 and was refuelled and moored ready for further service at 0500.

For this service the thanks of the Institution on vellum were awarded to Coxswain/Mechanic J. Patrick Maclean. Vellum service certificates were awarded to Acting Assistant Mechanic David M. Graham and Crew Members William E. Forteith and Michael J. Robertson.

South West Division

French trawler in distress

AT 0401 on the morning of Friday February 15, 1985, Falmouth's 52ft Arun class lifeboat, *Elizabeth Ann*, left the lee of Falmouth docks heading out to sea on service at full speed. Coxswain Viv Pentecost was at the helm; he and his crew had been called out following a report from Falmouth coastguard that a French fishing vessel, *St Simeon*, was sinking 19 miles east south east of Lizard Point.

For the past six days the wind had been blowing from the east, at or near gale force, creating a short, high sea which carried into Falmouth Harbour despite the protection of St Anthony's Point. The force 11 violent gale which was blowing on this particular night was carrying spray off each wave and visibility was reduced to 300 yards in rain and snow squalls. The neap tide was at three hours of ebb and air temperature was at freezing point.

The full force of the storm and very high seas was felt as soon as the lifeboat passed Black Rock beacon at 0412. A course of 176°M was set and speed gradually reduced to ease the violent motion of the lifeboat. Ten degrees of leeway were allowed on the course; Falmouth coastguard, receiving information from Royal Navy Sea King helicopters, were constantly giving the lifeboat the updated position of the drifting fishing vessel. At 0505 the lifeboat's course was adjusted to 198°M and an hour later readjusted to 213°M. Steaming across the sea, the lifeboat was plunging violently in 50 foot seas and the coxswain was forced to reduce speed to 1600 rpm so that he could maintain a reasonable course.

The VHF direction finding set was used to home in on the casualty in visibility estimated at half a mile and at 0651 she was sighted, right ahead. The 130-ton French trawler was well lit up and at first appeared to be lying head to sea. No one could be seen on deck. As the lifeboat approached she could be seen corkscrewing wildly, falling off 90



Falmouth lifeboat and St Simeon.
photograph by courtesy of
David Brenchley

degrees either side of the wind direction. Occasionally the seas, now 60 foot high, completely enveloped the vessel, although she seemed to be riding quite high in the water.

Knowing that a salvage pump had been lowered to *St Simeon* by a Royal Navy helicopter shortly before the lifeboat's arrival, Coxswain Pentecost, at 0659, took up station downwind of the trawler to await developments.



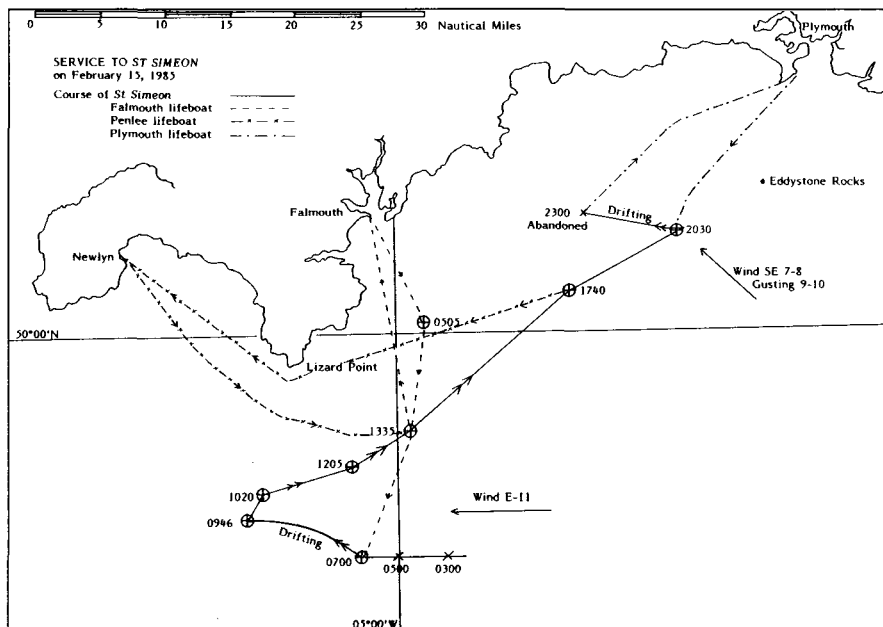
'The 130-ton French trawler . . . corkscrewing wildly.'
photograph by courtesy of David Brenchley

Nearly two and a half hours later the trawler was able to start her engine and, on the coxswain's advice, relayed by a translator at Falmouth, set a course of 040°M. At first very little headway was achieved, probably because there was still a considerable amount of water inside the trawler's hull, but by 0946 speed through the water had increased to three knots. Her skipper could not be persuaded to seek a lee to the west of The Lizard peninsula because it would have meant steaming across wind and sea. At 1020 the trawler altered course to 080°M to reduce the effects of free surface water within his vessel.

Falmouth Coastguard, who were aware of the extreme conditions being faced by Falmouth lifeboat and recognising that the presence of a lifeboat would be required for some hours yet, suggested that Penlee lifeboat be launched to relieve Falmouth which had already been at sea for over six hours. Coxswain Pentecost agreed and at 1105 Penlee's 52ft Arun class lifeboat, *Mabel Alice*, slipped her mooring and headed out of Newlyn Harbour.

Coxswain Ken Thomas, at the helm, applied full speed as soon as the lifeboat cleared the harbour. At the entrance 15 foot seas were breaking over the wall; between squalls visibility was about one and a half miles. The wind was blowing from the east south east at strong gale force 9 over a flood tide, two and a half hours from high water. This created a very short steep sea.

Full speed was maintained in Mounts Bay but once the lifeboat had passed close to the east of Low Lee buoy and a course of 150°M was set, speed had gradually to be eased in order to reduce the violent motion of the lifeboat. At 1200 a Decca position of the casualty of six and a half miles, 270°r from Lizard Point was obtained and the lifeboat altered course to 135°M.



For the next half hour the lifeboat experienced some very bad conditions, probably caused by the wind over tide and ledges on the sea bed in the area. Coxswain Thomas had to ease speed as the lifeboat met 45 foot seas which were breaking overall and stopping the wind-screen wipers. Excessive sea clutter made the radar of limited use and, in trying to set a course for Falmouth lifeboat and the fishing vessel, it was realised that the Decca Navigator was slipping lanes due to the heavy motion.

From 1230 the VHF direction finder was used to home in on the two vessels and, just over an hour later, *St Simeon* was sighted about a mile ahead, with Falmouth lifeboat visible to the north.

An hour and a half before the arrival of Penlee lifeboat, the trawler had altered course to 068°M as her skipper had decided to make for Plymouth. More fuel for the salvage pump had also been landed by a Royal Navy Sea King helicopter aboard *St Simeon*. When Penlee lifeboat arrived on scene at 1342 all essential information was passed by radio and Falmouth lifeboat then left the scene, on course for her home port, finally reaching harbour at 1512.

Penlee lifeboat took up station a quarter of a mile astern of the trawler which was steaming at four to five knots on a course of about 070°M, carrying wind and sea fine on her starboard bow. She was pitching heavily, shipping heavy spray overall and occasionally rolling onto her beam ends. Her freeboard was quite good and she seemed to be faring as comfortably as could be expected for that type of vessel in those seas.

Slowly, thanks to the salvage pump, the amount of water in the trawler's hull was being reduced and she was making headway towards Plymouth. By 1430 the coastguard reckoned that the search and rescue element of the situation was almost over. The trawler's skipper would not attempt to steam across the prevailing seas and he was determined to save his vessel by continuing on to

Plymouth. With the assistance of CROSS-MA, the French rescue co-ordination centre at Joburg, Falmouth coastguard arranged for another French fishing vessel, *L'Agardère*, to take over escort duties by steaming down sea from the Plymouth area.

Penlee lifeboat stayed in close contact with the casualty throughout the afternoon and witnessed another transfer of fuel for the salvage pump from a Royal Navy helicopter. *L'Agardère* arrived at 1735 and, after ensuring that both boats were happy with the situation, Penlee lifeboat turned for home. She eventually entered Newlyn harbour at 2015 after over nine hours at sea.

St Simeon carried on slowly towards Plymouth until, at 1907, Brixham coastguard were told that the salvage pump was no longer working and the trawler was stopped and in need of another pump. Plymouth lifeboat station's honorary secretary was informed and he immediately called out the lifeboat.

At 1920, Plymouth's 44ft Waveney class lifeboat, *Thomas Forehead and Mary Rowse II*, cast off from her pontoon and set out on service at full speed with Coxswain John Dare in command.

In Plymouth Sound the wind was blowing from the east, force 8, under an overcast sky. Sea conditions were moderate and visibility about three miles. Low water coincided with the lifeboat's departure. On clearing the western exit of the Sound, heading on 215°M, the true wind direction was found to be east south east force 9 and the lifeboat encountered heavy seas.

From Rame Head DF bearings were obtained and a course of 230°M was recommended to the lifeboat. Four cables south east of Penlee Point, at about 1935, this course was set and full speed maintained. Fifteen minutes later the well of the lifeboat was engulfed by a large sea and the handle of the pump they were taking out to the trawler was washed overboard.

Hearing of this loss, *St Simeon's* skipper insisted that another pump be airlifted to him. Although he did not consider it necessary to transfer any of his crew at this stage, he did ask at what time the lifeboat would arrive. At approximately 2015 the lifeboat obtained a VHF DF bearing of the casualty and altered course to 215°M. Three minutes later the trawler's searchlight could be seen ahead.

As the lifeboat approached the fishing boat, the crew could see that she was stopped, her bows to the north east, and drifting despite a rope over her starboard bow which might have been an anchor. She was also rolling heavily with seas occasionally breaking over her decks. Although the average seas were about 20 feet, some reached an estimated 50 feet in height. The ebb tide was by this time running west south west at one knot.

A rescue helicopter arrived at about 2100 and, together with the lifeboat, kept close station on the casualty. The other French fishing boat, *L'Agardère*, also remained in the vicinity but took no part in events. Meanwhile the coastguards found out that there was no other salvage pump available. *St Simeon's* skipper made a link call with his owners at about 2145 but not until 2217 did he accept that he and his crew should abandon the vessel.

Had the trawler's crew been relatively fit and fresh, Coxswain Dare considered that he could have manoeuvred close enough for the men to have jumped aboard the lifeboat. Under the circumstances, however, and after discussion between lifeboat, coastguard, helicopter and casualty, it was deemed wiser that the fishermen should take to their liferaft. With *St Simeon* beginning to settle more visibly, it took her crew half an hour to manhandle the liferaft across to the port quarter to launch it. At 2215 the first fisherman boarded the liferaft.

The lifeboat was positioned bows in to the trawler's port side. Mechanic Cyril Alcock was positioned on the starboard shoulder of the lifeboat and when all the trawler's crew were in the liferaft, he cast a heaving line into the raft. The line was not grabbed and the lifeboat had to manoeuvre clear as a particularly large sea broke over the trawler. Four more times the mechanic cast the line into the liferaft before it was finally grabbed; then the line securing the raft to the trawler was cut. At this critical moment another huge sea broke over both *St Simeon* and the liferaft but in spite of this, the liferaft, as it dropped clear of the trawler, was drawn along the lifeboat's port side. The coxswain used the helm and engines in such a manner as to make it as easy as possible under the circumstances to transfer the men first into the well of the lifeboat, then into the after cabin. However, the last man needed to be assisted aboard by which time it was 2300.



Wet but home, the Plymouth lifeboat crew on the early morning of February 16: (l to r) Ray Jago, Ian Watson, Cyril Alcock, Keith Rimmer and Coxswain John Dare.

photograph by courtesy of *Western Morning News*

The raft was allowed to drift clear but the coxswain manoeuvred alongside again to collect the trawler's charts which seemed to be of great importance to her skipper. A course of 065°M was set at full speed but, coming down off one particularly large sea when it was thought the lifeboat was completely airborne, she pounded heavily and the radar stopped working. Speed was then reduced to ease the violent motion. The drift of the casualty and lifeboat had been underestimated and later, when it was realised that the loom of lights on the shore was not Plymouth but Looe, course was altered to 080°M.

The lifeboat arrived back at station at 0135; the five survivors were landed into the care of the Shipwrecked Mariners' Society and, after the lifeboat crew had had a hot drink, the lifeboat was refuelled and back on her pontoon, ready for service, at 0225.

For this service, the thanks of the Institution on vellum was awarded to Coxswain Vivian D. Pentecost of Falmouth, Coxswain Kenneth Thomas of Penlee and Coxswain John Dare of Plymouth.

Vellum service certificates have been awarded to Acting Second Coxswain Alan Barnes, Motor Mechanic Donald McLennan, Assistant Mechanic Graham Pearce, Captain David Barnicoat, deputy launching authority, Emergency Mechanic Christopher Price and crew members Brian Thomason, John Barton and Michael Wilson, all of Falmouth lifeboat; also to Second Coxswain Edwin Madron, Motor Mechanic Michael Inskip, Emergency Mechanic Joey Jeffrey, Crew Members Martin Tregonning and Robert Marks of Penlee lifeboat; and to Motor Mechanic Cyril Alcock, Assistant Mechanic The Reverend Ian Watson, Emergency Mechanic Keith Rimmer and Crew Member Ray Jago of Plymouth lifeboat.

South East Division

Drifting trawler

THE RAMSGATE TRAWLER *Nancy* reported to Ramsgate Harbour Radio on the evening of Monday January 30, 1984, that warps and nets had fouled her propeller. Her position was one and a

half miles east south east of North Foreland and she needed immediate help. The lifeboat station was contacted, maroons were fired and at 1842 the relief 44ft Waveney class lifeboat, *Wavy Line*, on temporary duty at Ramsgate slipped her mooring and cleared the harbour at full speed.

The weather was very bad and deteriorating; wind was south south east force 8, gusting 10 and there were heavy, confused and breaking 12 foot seas. It was three and a half hours before high water. Coxswain Ron Cannon, in command of the lifeboat, set a course for the trawler, placing wind and sea on his starboard quarter.

Dover coastguard who broadcast the fishing boat's predicament to other shipping had already ascertained that the coastal tanker *Bouncer* and another trawler were standing by the casualty. However, when the lifeboat arrived on scene at 1855 it was clear that neither of the stand-by vessels had been able to manoeuvre close to *Nancy* in the prevailing conditions.

The lifeboat approached her stern-first, keeping head to sea, and a tow line was passed to the trawler's stern without serious difficulty. The lifeboat crew knew both the fishermen and knew them to be competent to deal with the situation without the assistance of a lifeboatman on board. The trawler was hauled astern so that her crew could safely cut the trawl warps. This manoeuvre required very skilful boat handling by the lifeboat coxswain to prevent the trawler from broaching.

Clear of any shelter or lee from the North Goodwin shoals, the seas had lengthened and become more regular, but the lifeboat was rolling heavily and taking water over all. Wind was still south south easterly but with more frequent gusts of over force 8 or 9.

With warps cut and nets still fouling her propellers, a tow was secured forward on the trawler and course set for Ramsgate at slow speed. At about 1925 the tow parted abreast of Ramsgate's East Beach and, knowing the trawler's draft to be seven feet, Coxswain Cannon manoeuvred with great urgency to re-connect the tow, only one and a half cables from the shore.

No sooner had the tow resumed with the two boats starting to make a wide swing to port before entering harbour

than the rope parted for the second time. This was the area of the Quern Shoal and seas were again confused and steep and the added effect of waves reflected from the harbour wall meant that exceptional boat-handling by the coxswain and prompt action by his second coxswain and crew aft was required to get the tow re-connected almost immediately.

Lining up with the harbour entrance, Coxswain Cannon gave as much throttle as was safe and ran the trawler through the pierheads at speed. By 1953 *Nancy* was safely berthed on the eastern pier arm and the lifeboat was refuelled and ready for service at 2030.

For this service a framed letter of thanks, signed by the Duke of Atholl, chairman of the RNLI, was sent to Coxswain/Mechanic Ron Cannon, Second Coxswain Derek Pegden and Crew Members Timothy Hurst, Michael Petts, Nigel Stephens and Raymond Noble.

Family rescued

Nearly three months later, on the evening of Friday April 27, 1984, the station's own 44ft Waveney class lifeboat, *Ralph and Joy Swann*, back on station, was called out to the aid of a 30ft motor cruiser, *Kalavala*. She had been on passage from Calais to Ramsgate when her drive shaft failed and she was taken in tow by the motor yacht *Camelot*. Five miles north east of North Foreland the tow had parted and the four occupants of *Kalavala* were reported suffering severely from seasickness.

When, at 2002, Ramsgate lifeboat left harbour the sea was moderate to rough, wind north east force 5 to 6 and visibility moderate. High water was predicted in two hours' time. Coxswain Ron Cannon, at the helm, set course north east. The lifeboat's VHF direction finder was giving a markedly different bearing of the casualty to that given by the cruiser herself and when, on reaching a position near the Elbow buoy, nothing could be seen by eye or on radar, course was altered to the north north west. More discussion with the *Kalavala* confirmed a position near the Tongue light vessel and this tallied with the direction finder bearings.

Abeam to port seas were increasing as the lifeboat cleared North Foreland and the wind veered east north east, force 6. The lifeboat began to roll heavily in short, steep seas and heavy spray and patchy visibility made look-out difficult. However, at 2105 lights were sighted ahead. Ten minutes later the lifeboat had closed the motor cruiser and its escort.

Kalavala was lying head to the south south east and as she rolled, her gunwales would go under in the heavy beam seas. Coxswain Cannon knew that, with the flared bow of both the lifeboat and the motor cruiser, a head-on approach could cause serious

continued on page 213

TUESDAY MAY 21, 1985

ANNUAL GENERAL MEETING: A.M. PRESENTATION OF AWARDS: P.M.

There was much to please RNLI supporters in what the Institution's chairman, the Duke of Atholl, had to say in his two speeches at London's South Bank last May. 1984 had seen 1,330 lives saved, well over £20 million raised and proportionately less spent on administration than in previous years. He urged fund raisers to sustain their hard work, saying that over 50 new lifeboats would be needed in the next decade, many of them costing £1½ million to build.



The Chairman's Message

A good vintage

Some 330 governors of the RNLI gathered in the Queen Elizabeth Hall on the South Bank for their annual meeting on the morning of Tuesday May 21, 1985 when the Duke of Atholl was able to open proceedings by declaring 1984 'a good vintage' for the lifeboat service. Last year crews saved 1,330 people from certain death at sea; he continued . . .

'This is an average of almost four people every day of the year. Our lifeboats were out in all sorts of weather, and there were even four services on Christmas Day. Over a third of the services took place in darkness. The casualties ranged from sailboards to supertankers and whether the rescues took ten minutes or ten hours, the lifeboatmen carried them out with their usual skill. For although our crews are volunteers, they are trained to the highest standards. In the case of the RNLI, voluntary also means professional expertise, and efficiency is bred by the very fact that we are a charity.

'Because of excellent financial support, we have been able to continue the development of new lifeboat designs. It is vital that the RNLI looks forward, for the lifeboats being built today will take us into the 21st century. The last 15 years have seen many new, fast lifeboats enter our fleet. The next 15, for which we are planning now, will see that trend continue and, I hope, accelerate.'

Replacing slower lifeboats

The chairman explained that for many years, when a lifeboat came to the end of its station life, it was replaced by a boat of similar type and speed . . .

'This led to a regular building pattern, with reasonably predictable demands

based on a lifeboat's life of around 25 to 30 years. Now, however, we frequently put considerably faster boats in place of slower ones, improving the operational cover of large areas, and with modern technology racing ahead, we find that the designs of even 15 years ago are not necessarily right for the future. This has meant that very close attention must be paid to our future planning. By analysing the current fleet, the replacement lifeboats needed and their likely cost, it is possible to build up a picture of the Institution's future requirements.

'This may sound rather theoretical but it relates well to what the Institution is doing in practice. I reported last year that, having established a large fleet of fast afloat lifeboats and started a production run of fast slipway lifeboats, the next target was to develop a fast carriage-launched lifeboat. The 37ft Oakleys which are the present carriage-launched boats, were introduced in 1958, so the oldest will need to be replaced in the near future. In many places, the carriage launch is the only way of getting a lifeboat to sea. Model testing of potential fast carriage lifeboat designs took place during the year and a semi displacement, tunnelled hull form has been selected for a prototype to be constructed in aluminium. There is much detailed work still to be carried out, and the prototype is bound to need considerable testing and, I suspect, considerable amendments when it is tested.

'The need for an exhaustive trials programme has been shown by the Medina. It has taken a long time to develop this class and the use of water jet propulsion looks the most promising. Certainly, progress has been slow with the Medina but she is breaking new ground and, with continued careful development, we should have a good lifeboat which may even be able to be launched in three ways: from a carriage, a slipway or lying afloat.'

The Duke then went on to talk about developments in the field of inflatable lifeboats. The Institution's enviable expertise had led to the development at Cowes Base of the new Avon D class inflatable lifeboat. Its evaluation at a number of stations had shown it to be an improvement on the existing hulls and production of the new D class is now under way. Further building meant that three new Arun class lifeboats, two Bredes and one Tyne class were completed in 1984 and orders for more boats were placed.

Training

The introduction of new lifeboats had led to considerable growth in training programmes . . .

'Whereas previously all training took place at the lifeboat stations, crews receiving new boats now travel to Head Office in Poole for an intensive week's course at sea and in the classroom. Away from their station, they can concentrate on learning all about the new boat and then take her on an extended passage back to station. We also have three training caravans visiting stations to teach radio, radar and chartwork procedures. Courses for Atlantic 21 crews are run at Cowes Base and a number of training videotapes have been made. In addition, of course, regular exercises are held at every station and still form the backbone of our training.

'New equipment increases the need for training. The programme to fit VHF direction finders was accelerated in 1984 and 60 sets were fitted. Any crew using this equipment will vouch for its usefulness. It allows the lifeboat accurately to locate the casualty as long as it is transmitting a VHF signal. Hours of searching, frustrating for the lifeboatmen and dangerous for the survivors, can be avoided.'

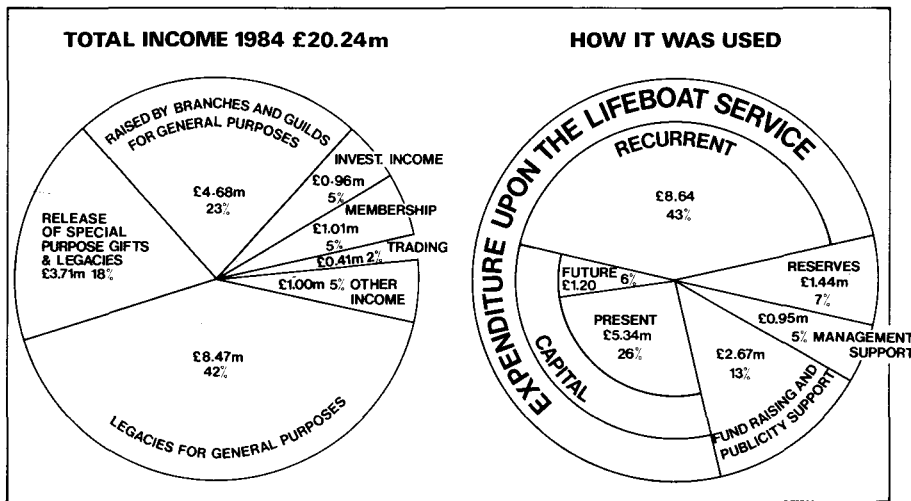
Healthy finances

In view of the fact that building, equipping and maintaining lifeboats at 200 stations is an expensive business, the Duke was particularly pleased to report that the Institution is in a healthy financial position . . .

'Last year, the RNLI raised over £20 million, an enormous sum resulting from enormous efforts by our supporters everywhere. After an expenditure of £17.6 million on the lifeboat service, £1.7 million was transferred to the fleet reserve which was established last year. This is to enable the Institution to maintain the steady flow of lifeboat construction to which I referred earlier. With new lifeboats costing almost £1½ million each, and taking about two years to build we need a buffer of reserve funds to ensure a stable future.

'Within the expenditure there was a 27 per cent increase in the costs of survey and overhaul of lifeboats. At a time when new boats are becoming increasingly sophisticated and correspondingly expensive, some older boats are also reaching an expensive stage in their lives. This is one of the many reasons for concentrating resources on future development and replacement of older boats, which the fleet reserve will fund. After the allocation to the fleet reserve, there is a surplus of £935,000 which, transferred to the general reserves, gives 31 weeks running expenditure. The strength of the stockmarket had a very beneficial effect on these reserves.'

An encouraging sign was that, once again, the proportion of expenditure devoted to the lifeboat service had



increased, with corresponding savings in other areas. Of every £1 of income, 77.6 pence was spent on the lifeboat service, 13.2 pence on fund raising and publicity, 4.6 pence on administration and the remaining 4.6 pence went into general reserves.

The Duke went on to point out the mistake people sometimes make of . . .

' . . . trying to judge the efficiency of different charities by comparing their expenditure on administration and fund raising. This can give a misleading result because of the charities' different rôles and different methods of presenting accounts. The RNLI provides a complete emergency service for the country, bearing its own design, administration, operating and research costs. It has a declared level of cover which it cannot arbitrarily reduce. Other charities may fund research, or provide relief in many different ways and most try hard to achieve the sort of efficiency found in the RNLI. The Institution is proud of its record of expenditure, but direct comparisons with dissimilar charities can only be misleading.'

Fund raising

Turning to fund raising and the success of everyone involved, the Chairman mentioned some of the major sources of 1984 which ranged from 'a few coppers dropped in a collecting box on flag day to a huge legacy of well over one and half a million pounds—the largest ever received by the RNLI.' Legacies were up substantially and branches and guilds increased their income to exceed the rise in the cost of living. Many successful appeals were run and individual donors provided new lifeboats. He went on to say:

'These appeals, gifts and legacies which provide new boats are naturally most welcome but we then also need funds to run these boats. This is where our branches and guilds have sustained the Institution throughout the years. The Committee of Management is well aware of the tremendous efforts made by the fund raisers to keep the fleet afloat. Their persistence complements that of the lifeboat crews, for fund raisers are to be found out in all weathers and at many events they operate until the early hours of the morning. The RNLI would be a much poorer organisation without its branches and guilds.'

Young people

Mentioning the increasing profits of the RNLI trading company and the ever-growing membership of Shoreline, the Duke continued by high-lighting another feature of 1984—the support the RNLI received from the young of the country. The BBC Blue Peter appeal for buttons and post-cards met its target, providing new lifeboats for Littlehampton, Beaumaris, North Berwick and St Agnes. The launch of Storm Force, with 500 children joining every month, coupled with continued support in schools, youth groups and on children's television, the Duke hoped would sustain young people's enthusiasm for the lifeboat service.

'The Institution has had a successful year' the Duke concluded, but . . .

'is not complacent about the future. New lifeboat designs, better crew training and more support from youth as well as the not so young will carry the Institution forward. It will require a great deal of hard work but fortunately that is a commodity which has never been in short supply in the RNLI.'

Unanimous agreement to the 1984 report and accounts was received by a show of hands following the Chairman's address.

Governors also voted to increase from £150 to £200 the amount payable to become a life-governor of the RNLI. The annual minimum subscription for governors was also raised from £15 to £20.

Among other business matters raised by governors was a message read out by Vice-Admiral Thomas R. Sargent III, now retired from the United States Coast Guard and an honorary life governor of the RNLI. His message read: 'I bring greetings, congratulations and best wishes from the Commandant of the United States Coastguard to your magnificent service. We appreciate your co-operation and we appreciate also the fine, outstanding people you have in your service.'

SPECIAL GENERAL MEETING

Immediately following the annual general meeting a special general meeting of the governors was conducted to

agree a draft second supplement Charter for the Institution and new bye-laws, setting out the powers and authorities now considered necessary for the management of the lifeboat service. The supplemental Charter and new bye-laws had become necessary in order to incorporate some minor changes within the RNLI Charter which would make it relevant to the present day lifeboat service. One such change involves the practice, adopted in 1970 as an experiment, of using an executive committee to conduct and manage the affairs of the Committee of Management. The experiment has been very successful and needs to become a permanent arrangement.

The draft Charter was duly unanimously supported by the governors who also voted unanimously that a petition be prepared by the Institution for submission to the Privy Council for the grant of this second supplemental charter.

Presentation of Awards

The business-like atmosphere of the morning's annual general meeting is slowly dispelled over lunch in the easy atmosphere of the South Bank restaurants and by the time the 2,000 lifeboat people have forgathered in the vast auditorium of the Royal Festival Hall for the afternoon's Presentation of Awards ceremony, the occasion has taken on an aura of conviviality.

For fund-raisers and lifeboat operators alike the ceremony is a celebration of and justification for all the hours they have given in the past year in the cause of saving life at sea. The fact that there were less medals to be awarded than sometimes in no way belittled the work of lifeboatmen in the eyes of the gathering, nor did it take anything away from the ceremony. As the Duke of Atholl pointed out in his speech, it merely showed how hard won the medals are. Over a third of the 3,613 services of 1984 were carried out in winds of force 5 or above, over a third took place in darkness.

The Chairman, in outlining the achievements of lifeboatmen during 1984 won spontaneous applause when he stated his conviction that a voluntary lifeboat service was best for Britain's lifeboatmen. He had cited two letters which appeared in the *Daily Mail* last year. The first was from a lady from Maidstone who, having seen the well known advertisement '£5 buys him a pair of boots', and recognising that we owe an enormous debt to lifeboatmen, said 'these courageous men should be given enough money by the Government for everything they require and we should willingly pay the extra tax.'

A few days later this reply from a lady in Newquay was printed:

'As the wife of a lifeboat crewman, I was pleased to read your correspondent's

appreciation of the service provided by the RNLI.

'In many areas, working with the lifeboat is a family tradition, an accepted way of life. Obviously crewmen and helpers join because they want to and not for financial gain.

'The cost of designing and building the boats and equipping the crew increases every year. However, I feel that the sense of voluntary service and the generosity of the public would disappear if the Government became involved.'

The Duke was convinced that this was also the view of everyone in the Royal Festival Hall that afternoon.

He went on to praise the branches and guilds for their continued support which matched the endeavours of lifeboatmen (although he admitted to not having the statistics for the number of fêtes held in force 5 winds or above). In listing some of the successful appeals and generous legacies and donations that have provided entire lifeboats he added:

'All these lifeboats need maintaining and this is where the general income, raised by branches and guilds, is used. It may not be a very attractive target to buy 50 gallons of diesel, a coil of rope or a new anchor, but these items are vital, as are lifeboat surveys, crew training and trials of every new lifeboat.'

Still on financial matters, the Duke pointed out that the RNLI . . .

'will need to replace some 50-60 lifeboats in the next decade and many of these replacements will be fast lifeboats costing around £½ million each at today's prices. By careful planning, this daunting target can be met and the money which is now going into our reserves will help to maintain an even boat building programme.'

Giving details of the current boat building programme the chairman pointed out the strength and durability of lifeboats when he reminded the gathering of David Scott-Cowper's recent journey round the world in the former Dungeness lifeboat, *Mabel E. Holland*. He continued,

'Another circumnavigation, this time of the British Isles, was undertaken on a sail board by Tim Batstone who raised over £30,000 for the RNLI. This sport has gained great popularity recently and, like all water sports, can be enjoyed in safety if proper training and advice is taken. The RNLI is not an educational body but liaises closely with the Coastguards and Royal Yachting Association, both of whom have advice for board sailors. Clearly, some are not yet heeding their advice as over 300 lifeboat calls last year were to board sailors. I hope that they will realise that they have good cause to be grateful to the lifeboat service and that Shoreline membership is an excellent way to show their support.'

To conclude his speech, the Duke rallied his RNLI supporters with the words:

'Having had a successful year, both operationally and financially the RNLI has a solid base on which to build for the future. Our crews continue to meet every challenge at sea whilst our designers harness new technology to help them in

their task. Our fund raisers have always backed their efforts in the past and I am confident that they will continue to do so in the future. The Institution is in good shape, but only because of the devoted work by voluntary crews, committees and fund raisers. The challenge for the future is a challenge to all of us to keep up our work for the RNLI.'

The Duke of Atholl then presented medals to the following lifeboat coxswains, each citation receiving prolonged applause.

Coxswain/Mechanic Donald McKay, Wick, bronze medal

On June 25, 1984, Coxswain/Mechanic McKay rescued the crew of three



and saved their fishing coble in a north westerly gale and a rough sea. The 48ft 6in Solent class relief lifeboat, *The Royal British Legion Jubilee*, was taken into a rocky area, where there were staked nets and creels in the water, to carry out the rescue. (Full report, page 113, THE LIFEBOAT, winter 1984/85.)

Coxswain/Mechanic Peter Mitchell, The Lizard-Cadgwith, bronze medal

On September 3, 1984, Coxswain/Mechanic Mitchell, in command of the 48ft 6in Oakley class lifeboat, *James and Catherine Macfarlane*, rescued the



crew of three and saved the yacht *Bass* in a south westerly near gale and a rough sea. The lifeboat was able to tow the yacht, which had lost her rudder, clear of the shore and, in spite of the towline parting on one occasion, brought her to safety. (Full report, page 185, this issue.)

Coxswain David Clemence, Ilfracombe, bronze medal

On September 9, 1984, the Ilfracombe lifeboat rescued a member of the crew, landed a body and saved the yacht *Liberty* in a north westerly gale and a very rough sea. Coxswain Clemence



took the 37ft Oakley class lifeboat, *Lloyds II*, to within ten feet of the yacht, which was in imminent danger of being driven on to rocks, and having passed a line, towed her clear. (Full report, page 113, THE LIFEBOAT, winter 1984/85.)

Coxswain/Mechanic John (Joe) Martin, Hastings, bronze medal

On November 20, 1984, it was necessary to land a sick man from the container ship *Bell Rover* in a strong south by westerly gale and heavy breaking seas. The 37ft Oakley class relief lifeboat, *Calouste Gulbenkian*, with the honorary medical adviser on board, made one run in to the vessel and the



man was grabbed from the pilot ladder just before *Bell Rover* rolled on to the lifeboat. (Full report, page 185, this issue.)

Guest speaker

Television and radio broadcaster Richard Baker, guest speaker at the ceremony, began his address by saying:

'My Lords, Ladies, Gentlemen and Admirals. It is a very great privilege to be here today. I find that listening to those stories, I can hardly believe they are about real people at all, and it's made all the more moving when you see the chaps coming up and actually collecting the medals. I am moved, I can assure you.'

'But listening to the citations reminds me of doing the same kind of job at the Men of the Year lunch on many occasions in the past, when members of the lifeboat service are almost invariably numbered among the bravest men in this country over the last 12 months. And certainly nobody could be a more total admirer of the work of our lifeboatmen and their back-up crews than I am. And by back-up crews I mean many of you people in the Hall today who work to raise the money which keeps the service afloat year after year.'

He went on to relate some of his own colourful experiences while in the Navy and entertained the gathering royally.

causing much laughter. At the end Richard Baker proposed the customary resolution that the meeting record its appreciation of the work of lifeboatmen, honorary secretaries, station committees and fund raising branches and guilds.

The turn of the fund raising branches and guilds to be honoured came when the following awards were presented by the Duke of Atholl:

Honorary Life Governor

Miss D. M. Mann

Lifeboat day organiser of Ampthill and District Branch from 1929 to 1973 and chairman since 1973; awarded record of thanks in 1953 and gold badge in 1964.

Mr E. Thomson

Committee member of Whitby Station branch from 1950 to 1953 and honorary secretary from 1953 to 1974. Honorary curator of Whitby lifeboat museum since 1958; awarded binoculars 1964 and gold badge 1973.

Bar to Gold Badge

Mrs M. Boutwood

Honorary secretary since 1951 of Stanmore branch; awarded silver badge 1962 and gold badge 1975.

Mr H. Biggs

Honorary secretary of Broadstairs branch since 1952; awarded silver badge 1963 and gold badge 1974.

Mr A. A. Gammon

Honorary secretary of Stafford branch from 1953 to 1975 and president since 1975; awarded silver badge 1968 and gold badge 1978.

Mrs I. Ellis

Assistant honorary secretary of Caernarfon branch from 1954 to 1958 and honorary secretary from 1958 to 1984; awarded silver badge 1968 and gold badge 1980.

Mrs J. L. Williams

Honorary secretary of Llanidloes branch since 1955; awarded silver badge 1966 and gold badge 1978.

Gold badge

Mrs H. Wilson

Committee member of Central London Ladies committee since 1947; awarded silver badge 1974.

Mrs P. R. Duckworth

Chairman of Reading ladies guild from 1962 to 1972, chairman of Reading branch from 1972 to 1980. Honorary secretary of Caversham ladies guild since 1979; awarded silver badge 1972.

Mr A. C. G. Titcombe

Honorary treasurer of Hayling Island branch since 1970; awarded silver badge 1977.

Mrs J. Hardy

Committee member of Swanage ladies guild from 1958 to 1965, honorary secretary and flag week organiser from 1965 to 1984, president since 1984; awarded silver badge 1976.

Mrs F. M. Herring

Vice-chairman of Margate ladies guild from 1968 to 1970, chairman from 1970 to 1972, vice-president from 1972 to 1974 and honorary treasurer from 1974 to 1984; awarded silver badge 1974.

Mrs M. B. Judd

Founder committee member of Margate ladies guild from 1957 to 1970, vice-chairman from 1970 to 1972, chairman 1972 to 1974, vice-president 1974 to 1976, assistant honorary secretary 1976 to 1984 and honorary secretary since 1984; awarded silver badge 1974.

Mrs J. Davies

Committee member of Shoreham and Lancing ladies guild from 1953 to 1957, honorary secretary 1957 to 1972 and vice-president from 1972; awarded silver badge 1966.

Mr A. G. T. Davies

Chairman of Shoreham lifeboat society from 1955, chairman of Shoreham Harbour station branch from 1969 to 1984 and committee member and vice-president since 1984; awarded silver badge 1966.

Mrs K. R. Bryant, MBE

Committee member of Torquay branch and ladies guild from 1930 to 1946, chairman 1946 to 1974 and president since 1974.

Mrs K. F. Woodsend

Honorary secretary of Brancaster branch since 1956; awarded silver badge 1967.

Miss G. Hawley

Chairman of Coventry branch from 1966 to 1984; awarded silver badge 1975.

Mrs O. A. L. Mills, MBE

Flag day organiser of Stourport-on-Severn branch since 1960; awarded silver badge 1969.

Mrs M. P. Ashworth

President and honorary treasurer of Rawtenstall branch since 1953; awarded silver badge 1974.

Miss P. Archibald

Committee member of Ulverston branch from 1948 to 1951 and chairman since 1951; awarded silver badge 1968.

Mrs E. M. Laycock

Committee member of Scarborough ladies guild from 1948 to 1980 and president since 1980.

Miss J. McAdam

Vice-President of Crieff ladies guild from 1962 to 1966 and president from 1966 to 1984. President of Crieff branch 1984; awarded silver badge in 1968.

Mrs C. Lewis

Honorary secretary of Troon ladies guild from 1960 to 1984; awarded silver badge 1978.

Mrs M. Dwyer

Flag day organiser of Cork City branch from 1962 to 1984; awarded silver badge 1974.

Dr I. K. Anderson, BA BM MRCP AFOM

Committee member of Great Yarmouth and Gorleston station branch from 1959 to 1962 and chairman and honorary medical adviser since 1962; awarded chairman's letter 1961 and statuette 1967.

Mr J. A. Adnams

Honorary secretary of Southwold financial branch from 1953 to 1963, honorary secretary of Southwold station branch since 1963; awarded silver badge 1964 and binoculars 1978.

Mr G. W. Sargeant, FRICS

Committee member of Newhaven station branch from 1954 to 1964 and chairman since 1964.

Mr B. E. Hardy

Honorary secretary of Whitstable station branch since 1963; awarded barometer 1974.

To round off the afternoon, Mr R. M. Delany, an Irish member of the Committee of Management, stood to move a vote of thanks to Richard Baker:

'Your Grace, My Lords, Ladies and Gentlemen. On your behalf I would like to thank Richard Baker for attending our meeting this afternoon and for his most entertaining address.

'It was a particular pleasure for me to hear him because I enjoy so much his radio broadcasting which I hear in Ireland. Like Mr Baker I have strong connections with the sea as I work for the B&I Line, the shipping company, as well as being a member of the Committee of Management in Ireland.

'The RNLI in Ireland works in exactly the same way as it does in England, Scotland and Wales. Volunteers collect funds to help buy and equip the lifeboats, and volunteers are drawn from the local communities to form the crews. However, we like to think that there are some innovations coming out of Ireland which would benefit other parts of the Institution. For example, we have the only lady crew member on a large lifeboat, and rather than patenting this idea we would like to export it and suggest it is adopted elsewhere.

'To be serious, I do have the opportunity to visit our Irish lifeboats and stations, and as one involved in the world of commercial shipping I can praise not alone their efficiency, but also their vital worth. For one of the great strengths of the RNLI crews is that they go to the assistance of anybody in trouble, regardless of their nationality. The 1979 Fastnet Race, and the rescues there, showed this clearly when lifeboats from Ireland, Wales and England combined in a massive operation to rescue a fleet of yachtsmen drawn from all over the world. And lifeboats on both sides of the Irish Sea are still constantly ready to go out whenever they are needed, knowing that they have the very considerable support of the whole RNLI behind them.

'This is the Institution of which Mr Baker spoke so warmly, and I would now formally ask you to support the resolution that the hearty thanks of this meeting be given to Mr Richard Baker, OBE RD, for addressing the 1985 annual presentation of awards meeting of the Royal National Lifeboat Institution.'

A LIFEBOAT STATION FROM SCRATCH

By Edward Wake-Walker

It is not often that a new lifeboat station is opened. This is the story of how the Channel island of Alderney came to provide what has rapidly proved an invaluable addition to the RNLI's operational cover.

WHEN YOU HEAR him calmly describe the events of the very early morning of February 11, 1985 when the motor vessel *Corinna* ran aground in an easterly gale on the eastern corner of Alderney in very rough seas and strong currents, when he drove the lifeboat between shoals to where the stricken coaster lay with her bottom ripped open by the jagged rocks, it is difficult to believe that under two years earlier Stephen Shaw had never taken the helm of a lifeboat, let alone entertained thoughts of becoming an RNLI coxswain. In fact, a year before that winter night, Alderney had had no lifeboat at all. But in May this year the Duchess of Kent paid a visit to the island, officially and royally to seal the committee of management's decision to make Alderney a fully-fledged lifeboat station.

Alderney has a vicious coastline, strewn with rocks and barricaded by violent tide-rips. Bolstering the island's natural defences, man has added his own fortifications to the coast. Forts, built to deter Napoleonic sabre rattling, stand sentinel on strategic promontaries and starker concrete bunkers and gun emplacements serve as a reminder of the Nazi occupation in the last war.

A fairly imposing disincentive, one might think, to yachtsmen and other seafarers to sail anywhere near the island. Not so; the quiet unspoilt charm of Alderney's interior attracts more and more visiting yachts every year and it was for this very reason that the first moves were made, back in March 1982, which led to the birth of a new lifeboat station at Alderney.

The sorry sight when dawn broke on February 11, 1985.



To be historically accurate, this was not a birth but a re-birth. As long ago as 1869 a lifeboat was stationed at Alderney by the RNLI but when, in 1884, the station was eventually closed, the lifeboat had not once launched on service.

In the years since then and before the re-establishment of the station, it was local boatmen, mainly fishermen who, together with Guernsey lifeboat, provided rescue cover round the Alderney coast. Indeed, part of the ceremony attended by the Duchess of Kent in May was the presentation of an inscribed vellum recording the RNLI's official thanks for the '*valuable services carried out over many years by local boats in the work of saving life at sea, prior to the establishment of the lifeboat station*'.

The story of the re-birth begins when, on March 3, 1982 Mr Jon Kay Mouat, the president of the island's governing body, the States of Alderney, wrote a letter to Guernsey lifeboat station. He pointed out that local fishermen were under pressure, having to devote more and more of their valuable fishing time either to standing by for or being called out to emergencies. In 1979 they had answered 30 call-outs and by 1981 the annual total had risen to 41; whereas in 1977 there had been 2,649 visiting yachts to Alderney, in 1981 traffic had risen to the extent that no fewer than 5,813 had called into Braye Harbour.

Clearly the picture was changing, and the RNLI, which has its coastal coverage constantly under review, was aware that many more yachts, not stopping at Alderney, sailed close by and also that some 25 per cent of shipping going



Alderney lifeboat, Foresters Future.
photograph by courtesy of Brian Green

through the Channel passed just to the north of the island. True, Guernsey lifeboat was only an hour away, but this could be an hour and a half in bad weather. The nearest French lifeboat at Goury on the Cherbourg peninsula also took over an hour to reach Alderney and, with records beginning to prove the need for a fast reaction to emergencies, the requirement for a speedy lifeboat stationed at Alderney was emerging.

Many considerations have to be made when a new lifeboat station is mooted. What are the coastal conditions? What is the most common type of casualty? What class of lifeboat would be needed? Where could a lifeboat be kept? And who are you going to get to crew the lifeboat? The answer to the first question is that the waters around Alderney are notorious for their treachery.

Apart from its jagged coastline there are many outlying rocks and shoals ready to receive unwitting or luckless sailors. Then there are the two channels, the Alderney Race, between the island and the French coast and, to the west, the Swinge whose very name, like some Dickensian character, suggests villainy. At least a four-knot stream can be expected in the Alderney Race and a good seven knots in the Swinge. It is not an uncommon sight on Alderney to see a yacht, sails set, travelling sideways or even backwards at speed through the Swinge and when there is a strong wind against tide in either of these channels it is no place to be. Even a light wind against the current can produce dangerous short steep seas.

Only wary yachtsmen should sail close to Alderney and those unprepared for these conditions are the most likely customers for a lifeboat. Fishing boats and commercial shipping are also not immune to becoming victims of these



Saye Bay and Chateau à L'Etoc: typical Alderney coastline.

waters. A careful analysis of the rescues for which local fishermen had been called out in recent years revealed, however, that a large majority were in winds of under gale force and also that frequently the casualty, more often than not a yacht, had been towed to safety.

Here were useful clues to the type of lifeboat that would best suit Alderney. One that was powerful enough to cope with the strong tides and towing requirements, manoeuvrable enough to negotiate the rocky coastline, fast enough to react quickly to rapidly developing emergencies and, finally, light enough to be able to be lifted by crane out of the harbour in extreme weather conditions. This last requirement was necessary because the only place to keep a lifeboat on Alderney was on a mooring in Braye Harbour. The harbour is open to the north east and a gale blowing from that direction creates swell in the harbour making boarding a lifeboat difficult and putting the lifeboat at risk on her mooring.

The 33ft Brede class was the only lifeboat that met all these requirements. Her twin 203 HP engines, capable of 20 knots had the power to cope and her 8½ tons were light enough for the harbour cranes. The Brede's limitation for launching in the very worst conditions was counteracted by the proximity of Guernsey's all-weather 52ft Arun class lifeboat which would provide cover when weather conditions disallowed the launch of the Brede. Statistics showed that this would not be often.

With all these questions answered, the RNLI had only to be sure of one more very important thing before it could sanction sending a lifeboat for a year's trial to Alderney: were there the men to crew her? In as much as anyone can be called an expert in the infrequent practice of starting up a lifeboat station from scratch, Les Vipond, the divisional inspector for the south west, was the man. It was he who was faced with the task of selecting and training a brand new lifeboat crew at Penlee after the disaster in 1981. Longer ago, when he was on relieving duties in Scotland, he was involved in setting up Fraserburgh lifeboat station after its temporary closure following the 1970 disaster. Alderney was different however; here a lifeboat was being introduced where there had been no lifeboat before. That is not to say that there was no

support for the RNLI; on the contrary, there had been active and highly productive fund-raising on Alderney for many years under the leadership of Mrs Joyce Allen and Mrs Daphne Simon and links with the lifeboat community on Guernsey were always strong. But to set up a station branch with crew, shorehelpers and committee was a different matter.

To gauge the interest of Alderney's 2,000 inhabitants and to explain the RNLI's intentions, Les Vipond organised a public meeting. It was advertised in the local newspapers and Channel TV made an announcement about it. The response to the meeting, held on October 13, 1983 at the Island Hall, was overwhelming. The hall was full and by the end there were few people attending who did not feel that they could, in some capacity, support the lifeboat station.

The RNLI's side of the bargain had been that they would provide lifeboat, boarding boat, mooring and training for the crew. Alderney would be required to provide crew, committee, space for a lifeboat and eventually, if the trial was a success, space for an assembly building for the crew. Applications for crew membership flooded in and there were many more who offered to serve on the station committee. By November, Dr John Ayoub had been appointed chairman of the branch and he, Jon Kay Mouat, President of the States, David Allen, the island's harbour master, soon to become honorary secretary of the station, and Les Vipond formed a working party in order to whittle down to 16 the list of crew applicants.

When the final selection was made, not one name on the list was that of an Alderney fisherman. Not because of their lack of support, but simply because, as their livelihood kept them at sea for so much of the time, they would seldom be available to crew the lifeboat.

Instead, the chosen volunteers numbered in their midst a landscape gardener, an air traffic controller, a dentist, two decorators, a knitwear manufacturer, an airport fireman, the island's only policeman and a telephone engineer. Also on the list were two harbour boatmen and the deputy harbour master. Despite what sounded some unseamanlike professions, few men who live on an island that is only 3½ miles long and 1½ miles wide fail to

have strong ties with the sea. All these men could handle boats and, more important still, were well acquainted with Alderney's infamous coastline.

Time was short. The RNLI wanted the lifeboat to start her evaluation period during the winter season. Already a Brede class had been earmarked for the station. Les Vipond, in a letter to Dr Ayoub on November 25 wrote:

'Last week I visited the builder's yard to witness an equipment trial on the lifeboat. She is still without a name . . . but she is almost complete, and is every inch a lady.'

(The lady was to become *Foresters Future*, the gift of the Ancient Order of Foresters and officially named on July 19, 1984 at Poole. She is the lifeboat now permanently stationed at Alderney.)

Over the next three months the lifeboat crew-to-be, who may have known boats but who did not know lifeboats, were to undergo some very rigorous training. Running special courses to familiarise crews with new and complex lifeboats is now an essential part of the RNLI's operational rôle. For the Alderney trainees, who were about to receive one of the most up-to-date lifeboats in existence, a particularly intensive course was needed.

To start with, some of them were involved in the lifeboat's 40-hour trial after she had left the builder's yard. Then three separate four-day sessions at Poole headquarters were organised so that every future crewman could receive the special training. Before each



Rigorous training: (above) chartwork instruction and (below) Les Vipond (l) supervises man overboard drill.



session they were given these objectives: (1) to understand a Brede's construction, capabilities and limitations. (2) To be able to operate all the boat's equipment efficiently. (3) To be able to operate a Brede class lifeboat in the various sea conditions likely to be encountered on service by day and night. (4) To be able to navigate safely and (5) to be familiar with helicopter operating procedures.

There was a lot to learn, not only about how the boat worked and about her engines, but also the numerous safety and rescue drills that all lifeboatmen must know. There was also chart-work, navigation and above all mastery of the electronic equipment carried aboard a Brede class lifeboat. Radio procedures, operating the VHF direction finder, how the radar worked were all part of the curriculum.

Of course the training did not end with the four-day sessions in Poole. After the final group's course was over, a training passage was made to Dover and back in the lifeboat, much of it in the heaviest weather January could throw at her. By this time, just as a jury often unconsciously selects its own foreman, so it became clear to the other crewmembers and to Les Vipond that Stephen Shaw, the deputy harbour master, would make the best coxswain. He



Stephen Shaw taking the helm.

was very familiar with his island's coastline too. As well as his harbour office experience he was a yachtmaster and advanced diving instructor which meant he knew many of the rocks both above and below the water line.

On January 28, 1984, *Foresters' Future* arrived in Alderney and the training continued for the next five weeks with either Les Vipond or his deputy, Chris Price, spending at least three days over each weekend, working the lifeboat in the seas around Alderney. Exercises were carried out, some with Jersey and Guernsey lifeboats, by day and night, in good weather and bad.

All aspects of lifeboating were tested and proved, from boarding arrangements in the harbour using a D class inflatable to the range of sound from the maroons, and the use of the carriage which would transport the lifeboat clear of the jetty when she was craned out of the harbour.

Finally, after a simple but moving blessing ceremony, a momentous telex

was sent from Poole headquarters to all interested maritime organisations, including HM Coastguard, its French equivalent CROSSMA, Trinity House, Lloyds of London and the Ministry of Defence; it began:

'As from 1200 on March 10, 1984, a 33ft Brede class lifeboat will be placed on service at Braye Harbour, Alderney, Channel Islands, for a period of 12 months operational evaluation.'

It was not a difficult evaluation to make. After 12 months the executive committee of the RNLI, meeting on March 27, 1985, were confronted with some very convincing statistics: the lifeboat at Alderney had launched 34 times, and saved 15 lives, her crew performing their duties to the entire satisfaction of the divisional inspector and the chief of operations. The committee voted unanimously for Alderney lifeboat station to become a permanent establishment.

The service to the *Corinna* mentioned earlier, when the lifeboat stood by while the cargo ship's crew scrambled to safety through waist-deep water and over the rocks to the shore, is just one spectacular example of the new Alderney lifeboat's activities since she was placed on station. In the week in which the ceremony to mark the station's re-establishment took place, as if to prove a point, the lifeboat was called out no fewer than five times.

The day of the ceremony itself, Friday May 10, 1985, was a very fine day. The Duchess of Kent arrived, resplendent in the strong spring sunshine and most of the island's small population were down at Braye Harbour to greet her.

Formal proceedings began with the station's chairman, Dr John Ayoub, welcoming their royal visitor. At one point his speech broke into French as he extended a welcome to the visiting French lifeboat crew from Goury whose lifeboat was moored alongside *Foresters Future*. Also present was the 52ft Arun, *Sir William Arnold*, from Guernsey

Alderney lifeboat crew are presented to the Duchess of Kent by Coxswain Stephen Shaw. Behind the Duchess are (r) Mr Michael Vernon, a deputy chairman of the RNLI, and (l) Dr John Ayoub, chairman of the branch committee.



whose lifeboating fraternity were well represented at the ceremony.

In his speech delivering the lifeboat into the care of Alderney station, Mr Michael Vernon, a deputy chairman of the RNLI, expressed his gratitude to the Duchess of Kent for the interest she takes in the Institution. In accepting the lifeboat, David Allen, the honorary secretary, thanked everyone in the RNLI who had helped to create the new lifeboat station, particularly Les Vipond who had played such an important part. He hoped that the station would justify the trust the RNLI had placed in them.

The service of dedication which followed was conducted by the Very Reverend John W. Foster, Dean of Guernsey. The Duchess of Kent then declared the lifeboat station open and presented to Mr Jon Kay Mouat, President of the States of Alderney, the vellum of thanks for rescue work carried out by Alderney boatmen in the 100 years in which there was no lifeboat at Alderney. Three cheers rang out for the Duchess and immediately a Royal Navy helicopter flew past streaming the RNLI flag.

The lifeboat crew then proudly demonstrated their new-found skills with a display, transferring a man from the lifeboat to the helicopter. Afterwards the *Island Musicians* jazz band, which had been providing the music for the ceremony, swung once more into action and their easy rhythms, coupled with the relaxed way the Duchess was chatting to as many islanders as she could before her departure, gave a firm impression that both she and Alderney were happy to have finished with formalities.

It was nevertheless an historic day for Alderney. In just two years a new focus of attention, a new purpose had come to the island. Already the lifeboat had carried out 39 services and now, whenever two loud explosions rudely herald another emergency, 2,000 people will be willing on their local lifeboat and her crew.

SHORELINE

Membership survey

LAST YEAR questionnaires were sent to 2,000 Shoreline members in a survey which aimed to find out more about membership to help future recruiting. Over 1,000 completed forms were returned and analysed by computer. Obviously individuals' details were treated in strict confidence and it is the overall results that are of interest.

Shoreline enjoys good support from most age groups and in most areas of the country, though some regions do have less members as a percentage of their population.

Advertising is the biggest single recruiter of members, followed by exhibitions, friends, branches and lifeboat stations. Shoreline members give a great deal of support in addition to their subscriptions. Over three quarters of the members regularly give active support by buying gifts, cards or lottery tickets, attending fund raising functions or collecting on flag days. Many members would like to have closer links with their local RNLI branch.

THE LIFEBOAT journal is popular with members; 47 per cent find the magazine very interesting and 44 per cent quite interesting. The vast majority of members are also satisfied with Shoreline. Some members questioned the expense of printing and despatching THE LIFEBOAT and will be pleased to learn that increases in costs have been kept well below the rate of inflation. THE LIFEBOAT not only keeps members informed of RNLI news but is also a convenient way of sending out lottery tickets and gift catalogues at no extra cost.

Shoreline obviously appeals to boat users as 67 per cent of members take part in some form of boating or board sailing and almost half the members own a yacht, motor boat or dinghy.

The survey provided a great deal more information, but its most important finding is that most people, having joined Shoreline, find their membership an enjoyable way of supporting the

RNLI. There is still enormous scope for recruiting new members of all ages, in all parts of the country. The Shoreline advertising campaign is organised by Head Office but branches, stations and individual members can help to boost the totals by running their own recruiting campaigns. Membership forms and posters are available from the Shoreline office in Poole.

Covenants

Just over a third of members have covenanted their subscription. If the other two thirds simply signed a covenant, or tax recovery form, the money recovered from the Treasury would be

enough to buy an extra new lifeboat every year. Covenanted is simple and does not cost you any extra money. If you are a UK tax payer, all you have to do is fill in a form, agreeing to pay your Shoreline subscription for four years, and send it to us. We will do the rest, and the RNLI will get the money back from the Treasury. For example, if you covenant a £10 subscription, the RNLI gets £4.29 more. It costs you nothing but a couple of signatures and if you pay tax at a higher rate, your covenant can be even more valuable.

If you have not filled in a covenant form, please do so when your next renewal notice arrives. Help us to buy that extra lifeboat.

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 _____

Insignia available (to Shoreline members only)

| Description | Quant. | Price | Total |
|--|--------|--------|-------|
| 5" Dinghy Burgee | | £4.00 | |
| Sterling Silver Marcasite Brooch in gift box | | £18.40 | |
| Silkscreened Gilt Cuff Links in gift box | | £5.60 | |
| All Metal Car Badge | | £4.80 | |
| 12" Hoist Flag | | £3.80 | |
| 8" Hoist Flag | | £2.80 | |
| Gilt and Enamel Stick Pin | | £1.00 | |
| Gilt and Enamel Gents Lapel Badge | | £1.15 | |
| Gilt and Enamel Ladies Brooch | | £1.00 | |
| Gilt and Enamel Tie Tack | | £1.30 | |
| 3" Diameter Anorak Badge | | £0.65 | |
| Terylene Tie—blue, green, brown, maroon* | | £3.95 | |
| Navy Blue Sweat Shirt (XL, L, M, S*) | | £9.15 | |
| Navy Blue Acrylic V-neck Sweater (32, 34, 36, 38, 40, 42, 44*) | | £10.00 | |
| Cream or Maroon Pure Wool Sleeveless Sweater (XL, L, M, S*) | | £14.25 | |
| Shoreline Member's Replacement Windscreen Sticker | | £0.20 | |
| Total payment £ | | | |

I enclose cheque/P.O.*
(Made payable to RNLI) £ _____

*Delete as necessary

STORM FORCE

POSTMAN PAT, Victoria Plum and Tommy the Engine letterheads, photographs of teddy bears, paintings, jokes by the score and pleas for more newsletters have livened up the morning post since the introduction of Storm Force on January 2. Some 3,000 under sixteens have joined the club either as individuals or in groups and already money is being received from fundraising events organised by the youngsters.

The club, whose aim is to interest young people in the work of the lifeboat

service and to encourage their support when they become adults, has got off to a good start and their quick response to competitions and 'deliberate' mistakes indicate the keenness of these young supporters.

As with any new venture, Storm Force has room for development, improvement and growth and in the months ahead, special souvenir items will be introduced, small changes will be made in membership categories and the promotion of Storm Force in schools and

other outlets will be stepped up. Members' interest will be maintained through the newsletters—for which the RNLI has an endless supply of rescue stories, information and pictures. For the first time in the Institution's history a long overdue club for juniors has been established, and its future looks exciting and rewarding for everyone involved.

Further information may be obtained from Storm Force Headquarters, RNLI, West Quay Road, Poole, Dorset BH15 1HZ.

LIONEL LUKIN

LIFEBOAT INVENTOR

By Frank Martin

This year marks the 200th anniversary of the patenting of Lionel Lukin's 'unimmergible boat', the first craft ever to be designed specifically for saving human life at sea. Frank Martin, honorary treasurer of the Hythe branch of the RNLI, has made a study of the life of this 18th century innovator who spent his final years at Hythe.

IN 1834, AN OLD GENTLEMAN DIED IN Hythe, Kent, and was buried there in the churchyard of St Leonard's. He was 92 years old, and had retired to the old Cinque port ten years earlier. On his gravestone, which is maintained by members of the Hythe branch of the RNLI, is an inscription which states: *'This Lionel Lukin was the first to build a lifeboat, and the original inventor of that principle of safety by which many lives and much property have been preserved from shipwreck, and he obtained for it the King's patent in the year 1785'*.

The Post Office has just issued a set of stamps on the theme of *Safety at Sea*, one of which commemorates the issue of this patent. But what was Lukin's contribution to lifesaving at sea, and what sort of man was he?

In 1982, maritime England year, the Hythe branch of the RNLI undertook research into the life and times of Lionel Lukin, and mounted an exhibition in St Leonard's church, which was subsequently transferred to the National Lifeboat Museum in Bristol. This research led to a fascinating picture of Lukin as a benefactor of mankind, such as had not been assembled before.

Lukin was born in 1742, in Dunmow, Essex, the son of a well-to-do farmer, and a descendant of Admiral Lionel Lane, one of Blake's sea captains. Admiral Lane had commanded the *Victory*, in the Dutch wars, the second ship to hold the name later made so illustrious by Nelson. Lukin did not put to



Lionel Lukin

sea, but was apprenticed to a local coach-maker. He reached the top of his profession, eventually becoming Master of the Worshipful Company of Coachmakers and Coach Harness-makers. He became established in business in Long Acre, centre of the London coaching trade, and had a house in fashionable Chelsea. He was said to have been a friend of the Prince Regent, a great coaching enthusiast.

However, it is not for his professional career that he will be remembered, but for his inventive mind. This was the age of discovery, and Lukin, from an early age, experimented on a variety of subjects. He designed a ship's stove, which could be used safely in rough weather, an invalid's bed, which could be manipulated by a single attendant and was used in several London hospitals, and a raft for rescuing people who had fallen through ice. He perfected a rain-gauge, and kept meteorological records all his life.

Many of his inventions were commended by the Royal Humane Society, and none more highly than his *unimmergible boat*, the subject of the patent in 1785. This boat design incorporated the addition of buoyant gunwhales to the sides, and watertight bulkheads within, so that, *'by this means the boat will be so much lighter than the body of water it must displace in sinking that it will, with safety, carry more than its common burden, though the remaining space should, by any accident, be filled with water'*. Under the bottom, a false keel of cast-iron or other metal was placed to act as ballast. Later, Lukin was to add holes in the bottom to his specification, which would allow shipped water to escape. These principles are readily recognisable in modern lifeboat design, but at that time they were innovatory.

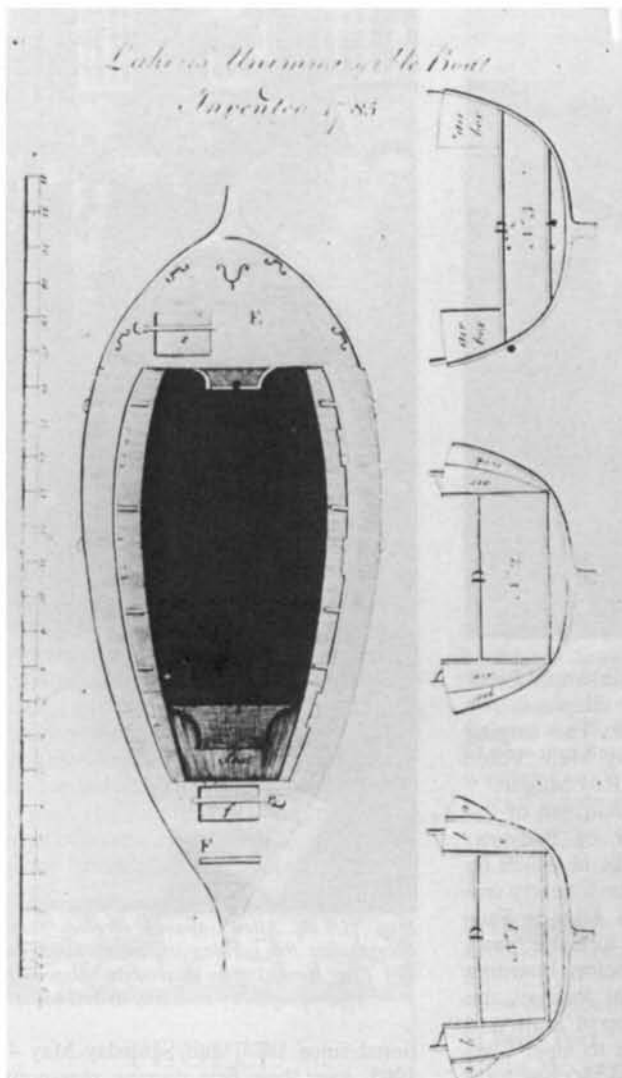
In 1785, the word 'lifeboat' did not exist, though there is evidence of a boat being specially maintained by the municipality of Formby, in Lancashire, in the 1770s for rescue work. Lukin saw his design as suitable for ships' boats, and he made representations to the Admiralty for it to be taken up by the Navy. Despite his friendship with the Prince Regent, or perhaps because of it, no action was taken, though the loss of life from inshore shipwreck was appalling.

The following year, in 1786, Archdeacon Sharp, administrator of a charitable trust in Northumberland, heard that Lukin had successfully converted a Norway yawl to his design. He requested Lukin to do the same with a coble, suitable for the waters round the coast at Bamburgh, and this he did. Thus, Bamburgh was probably the first place to have a craft specially adapted for the task of saving life at sea.

Lukin published his design and was commended by the Royal Humane Society for his *'very praiseworthy liberality'* in

Lukin's grave at Hythe in Kent.





The plan submitted by Lionel Lukin for his unimmergible boat when he applied for the King's patent in 1785.

doing so 'without any view to profit, at the trifling price of 1/6d, that all, whom either business or pleasure may expose to the danger of drowning, may easily be made acquainted with the principles of this life-saving invention'.

In 1789, a particularly tragic shipwreck took place off the mouth of the Tyne. The whole crew of the *Adventure* died within full view of thousands of people who had no way of helping. This prompted the idea of a competition for the design of 'a lifeboat calculated to brave the dangers of the sea, particularly of broken water', with a prize of two guineas for the best entry. The winning design by William Wouldhave, a parish clerk, was considered worth only one guinea. The design, by using a straight, heavy keel and high-peaked ends with watertight cases, was self-righting and unsinkable.

Wouldhave reputedly refused the prize money and took no further part in lifeboat history, although his tombstone in St Hilda's parish church, South Shields, bears the inscription: 'Sacred to the memory of William Wouldhave, inventor of that invaluable blessing to mankind, the lifeboat'.

Another entrant, Henry Greathead, was a boat builder, and although unsuccessful with his entry, he was awarded a contract to build a boat incorporating the best features of Wouldhave's design, but with a curved keel. This, *The Original*, went into lifeboat service and saved many lives before being lost in 1840. Greathead built 31 boats on the lines of *The Original*, and received a parliamentary grant of £1,200, substantial sums from the Royal Society of Arts, Trinity House and Lloyds, and a ring from the Tsar of Russia.

Lukin does not appear to have benefited financially from his patent or his work, but in a letter to the *Gentleman's Magazine* in 1806, he stated that he had never sought monetary reward, and had published his designs cheaply in

the hope that they might be developed by others for the benefit of all mankind.

In 1807, the Lowestoft lifeboat, built by Henry Greathead, was found to be too heavy and cumbersome for the shallow water and sandbanks round that coast. The Suffolk Humane Society asked Lukin to superintend the construction of a replacement boat more suitable for the area. The *Frances Ann*, cost £200, and was launched on November 19, 1807. She remained in service till 1850 and saved 300 lives.

It was in 1823 that Sir William Hillary launched his famous 'appeal to the nation for the formation of a national institution for the preservation of lives and property from shipwreck'. When, in the following year, the Institution became a reality, Lukin wrote to the chairman of the inaugural meeting, offering his help, but at the age of 82 he was doubtless considered to be too old. He soon gave up business, and retired to Hythe, where he was active in church affairs until his death. He had one son and one daughter.

It matters little today whose contribution to the invention of the lifeboat was the greatest. These three, William Wouldhave, Henry Greathead and Lionel Lukin, each helped to hasten the day when well-designed, specially constructed boats could be launched from the shore with the best possible chance of rescue for those ship-wrecked, and of safe return for the brave men who would man them.

Since 1824, over 111,000 lives have been saved by boats of the RNLI, and there are, therefore, at least that many reasons for remembering these three pioneers of life-saving at sea, and for marking the 200th anniversary of Lukin's patent for an unimmergible boat.



Safety at Sea Lukin commemorated

On June 18, 1985, the Post Office issued a set of stamps to commemorate Britain's contribution to the international safety network.

The 17p stamp (above) of a lifeboat launching marks the 200th anniversary of Lionel Lukin's patent. Other water-sheds for 1985 are Britain's hosting the eleventh conference of the International Association of Lighthouse Authorities and also the 50th anniversary of radar.

The 22p stamp features Beachy Head lighthouse with a section of an Admiralty chart; the 31p shows a communications satellite over the Atlantic and the 34p depicts a buoy warning shipping to keep south of a marked hazard.



Naming Ceremonies



Padstow April 15, 1985

The strong gales that had lashed the Cornish coasts during the weekend subsided in time for Monday April 15, which dawned overcast but calm and dry. By mid-day the crowds were beginning to line the tiny harbour's edge, eagerly awaiting the naming ceremony of Padstow's new lifeboat, the 47ft Tyne class *James Burrough*. She looked magnificent, dressed overall and moored only a few feet from the North Quay where some 600 guests were seated listening to the St Dennis Band, under the musical direction of Captain John Brush.

At exactly 3 o'clock the platform party mounted the rostrum led by a Deputy Lieutenant of the county, Vice-Admiral Sir James Jungius, KBE, representing the Lord Lieutenant. Sadly the RAF Nimrod which was to have done a low level flypast could not undertake this as the cloud base was too low and following the National Anthem, Mr Prideaux Brune, the station branch president, opened the proceedings by welcoming all those attending and paying special tribute to Miss H. B. 'Micky' Allen, the donor who had provided the lifeboat in memory of her great grandfather.

Miss Allen then formally handed the lifeboat to the Duke of Atholl, chairman of the RNLI, who also paid tribute to Miss Allen's generosity before presenting the lifeboat to the station honorary secretary, Mr Trevor Ramsden, who pledged to uphold the traditions of the Institution and Padstow lifeboat station. Mr Les Vipond, divisional inspector of lifeboats for the south west, gave a brief description of the design and development of the Tyne class and particularly *James Burrough*, only the second of her class to be placed on station.

A short service of dedication followed, led by the Bishop of Truro, the Right Reverend Peter Mumford, and assisted by the Prior of Bodmin, the Very Reverend Henry Miller, CRL, the

Methodist Minister, the Reverend Peter Grose, and the station chaplain, the Reverend Martin Boxall. The singing was led by the Newquay Male Voice Choir, conducted by Mr Roy Magor.

Mr Brad Trethewey, chairman of the branch and also Mayor of Padstow, proposed a vote of thanks in which he said there would always be a hearty and sincere welcome for Miss Allen in Padstow. He then invited her to name *James Burrough* which she did before boarding the lifeboat with Admiral Jungius, the Duke of Atholl, the Bishop of Truro and other distinguished guests to meet Coxswain Trevor England and his crew for a short trip around the Camel estuary.

At tea Miss Allen was invited to cut a christening cake which was surmounted by a splendid model of the lifeboat, after which the coxswain and crew presented her with another model of her lifeboat.

Invergordon May 4, 1985

Invergordon lifeboat station has a short history, having only been opera-



The official party, including the Duke of Atholl (far l.) and the Lord Mayor of Nottingham, aboard Invergordon lifeboat after the naming ceremony.

Photograph by courtesy of T. Bailey Forman Newspapers Ltd.



Miss H. B. Allen (above) receives three cheers after the naming of her lifeboat, the 47ft Tyne class, James Burrough, (above l.).

Photographs by courtesy of Jeff Morris

tional since 1974, and Saturday May 4, 1985, saw their first naming ceremony when the centre of attraction was the new Brede class lifeboat, *Nottinghamshire*.

Funded by an appeal within the city of Nottingham and the county, it was fitting that the formal naming of the boat should be undertaken by Mrs Denis Wakeling, JP, wife of the appeal committee president, the Right Reverend Denis Wakeling, recently the Bishop of Southwell, and that Councillor Carter, the appeal chairman, should hand it over to the Duke of Atholl.

Dwarfed by the impressive background of oil production rigs which are now serviced at Invergordon, the boat and crew made nevertheless an admirable sight for the host of invited guests who included many representatives from inland committees and, most notably, Councillor Mrs Ivy Matthews, Lord Mayor of Nottingham.

Having been entertained by music by the Strathpeffer and District Pipe Band, the platform party processed to the site headed by Pipe Major John Burgess and on the way acknowledged an avenue of schoolchildren who had supported the station with sponsored walks.

Following a dignified ceremony and service of dedication in which representatives of the various denominations participated, all present retired to Invergordon Academy where light refreshments were provided by the guild and the christening cake was cut. A further formal link between the two communities was established when a City of Nottingham plaque was presented to the station and photographs of the boat were given both to the city of Nottingham and to the county of Nottinghamshire. The presentation of a further cheque towards the establishment of a crew facility was also made on behalf of the people of Nottingham.



Lytham-St Anne's, Sunday June 2, 1985: the Reverend John Carlisle, chaplain of Lytham-St Anne's lifeboat station blesses with holy water the 47ft Watson class lifeboat, The Robert. The re-dedication ceremony for this lifeboat, newly stationed at Lytham, was attended by Lieut Colonel the Lord Crawshaw, a member of the Committee of Management who received the lifeboat and handed her over to the station branch. The Mayor and Mayoress of the Fylde borough council were also present and representatives from 20 local RNLI branches and guilds came to witness the occasion.

Photograph by courtesy of Jeff Morris



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:

Aldeburgh

Second Coxswain J. W. Churchyard

Barrow

Second Coxswain A. Benson

Beaumaris

Crew Member J. A. Owen

Eastbourne

Coxswain/Mechanic R. Wheeler
Crew Member G. D. Cole
Winchman E. Buckland

Fleetwood

Crew Member B. E. Farmer

Lymington

Crew Member A. P. Coster

Margate

Coxswain D. Rowe

Mudford

Crew Member W. Foster
Shore Helper A. Russell

Newquay (Cornwall)

Crew Member M. E. Burt
Crew Member M. L. Burt
Crew Member J. E. Hoare

Porthdinllaen

Second Coxswain/Mechanic K. Fitzpatrick

Crew Member O. Roberts

St Peter Port

Motor Mechanic R. L. Vowles

Skegness

Emergency Mechanic G. J. Phillips

Weston-super-Mare

Crew Member R. Spindler

Emergency Mechanic D. Phillipson is from Redcar and not Rhyl as was wrongly stated in last quarter's list of awards.

On station

THE FOLLOWING lifeboats have taken up station duties:

Lytham St Anne's: 47ft Watson class lifeboat ON 955, *The Robert*, March 10, 1985.

Calshot: 33ft Brede class lifeboat ON 1104 (33-11), *Safeway*, March 24, 1985.

Ballycotton: 52ft Arun class lifeboat ON 1067 (52-15), *Hyman Winstone*, April 27, 1985.

Fraserburgh: 48ft 6in Solent class lifeboat ON 1021 (48-016), *Douglas Currie*, May 18, 1985.

Relief: 33ft Brede class lifeboat ON 1105 (33-12), *Amateur Swimming Associations*, May 30, 1985.

OBITUARIES

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

December, 1984

Captain Ewan Watson, honorary secretary of the Sennen Cove lifeboat station since 1975.

March, 1985

Frederick C. Sanders, coxswain of Torbay lifeboat from 1942 to 1951 having served as second coxswain from 1940 to 1942 and bowman from 1930 to 1940. Mr Sanders was awarded a bronze medal in 1939 and a silver medal in 1944.

Mr W. H. Monk, who was a founder member of the Ashford and Staines branch in 1961. Mr Monk served as honorary secretary from 1968 and became president in 1980. He was awarded the silver badge in 1976.

April, 1985

Mrs Grace Newman, a member and former chairman of the Hounslow branch. Mrs Newman joined the branch with her husband in the late 1930s and was chairman from 1967 to 1983. She was awarded a record of thanks in 1953, a gold badge in 1960 and a bar to her gold badge in 1970. Mrs Newman was made an honorary life governor in 1975.

Harold Triggs, coxswain of Hoylake lifeboat from 1963 to 1974. Mr Triggs joined the Hoylake crew in 1932 and served as second coxswain from 1951 to 1963; he was awarded a bronze medal in 1971.

May, 1985

Arnold B. Stenhouse, JP MA FRCOG, chairman of Kingston upon Thames branch since 1969. Mr Stenhouse joined the branch committee in 1959 and was awarded the silver badge in 1980.

Mrs Jean Stothart, who had been fund raising for the RNLI since 1952 and was elected vice-president of Hawick guild when it was re-constituted in 1970. Mrs Stothart organised the flag day for many years and was awarded a silver badge in 1965.

Books . . .

● Ever since John Corin retired from his job as public relations officer at the Port of Bristol in 1981 and returned to his native Cornwall, he has been actively publicising the RNLI. He revised and expanded the Penlee station history which he wrote with the late Grahame Farr and the new edition was published in 1983 (see *THE LIFEBOAT*, Summer 1983). His latest work, **Sennen Cove and Its Lifeboat**, is similar in its excellent presentation, profuse illustrations and thorough research. The book goes beyond the history of the lifeboat station to look at all aspects of life in the Cove: fishing, coastguards, lighthouses and the 'free trade and salvage activities'.

Many of the photographs are from local collections, and the captions are short stories in themselves. There is not space to cover every incident in detail, as some lifeboat histories attempt to do, but those described are therefore the more fascinating. For instance, an account of a launch in 1977, in a north westerly force 10 gale (when according to the rules the boat cannot launch at all):

'A combination of skilful handling under hellish conditions, inherently good design and benign Providence brought her round in time and after taking a battering such as no boat should ever be subjected to, during which she reared, plunged and twisted like some demented wild animal . . .'

Sennen's most famous recent rescue was the remarkable service to the Icelandic vessel *Tungufoss* in 1981 when 11 men were saved thanks to superb co-operation with a Royal Navy helicopter. In a foreword to the book, the President of Iceland, who presented medals to the lifeboat and helicopter crews, writes,

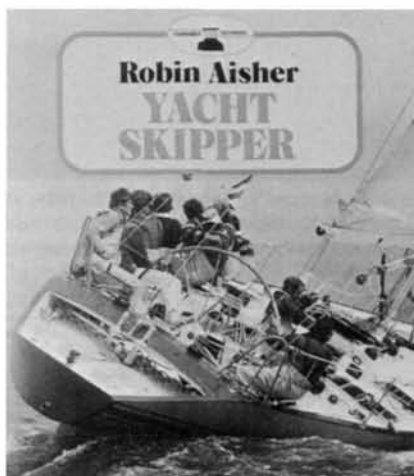
'A book like the present one is of great value as a record of human endeavour. Let us hope that we can leave behind sufficient records of this type so that we have reason to feel proud when coming generations read the history of our time.'

Sennen Cove and Its Lifeboat is available at £2.95 (£3.45 including postage and packing) from The Honorary Secretary, Sennen Cove RNLI, 'Ardmor', Cove Road, Sennen, Penzance, Cornwall, TR19 7BP.—R.K.

● **Total Loss**, edited by Jack Coote, published by Adlard Coles Ltd, price £12.95, is a fascinating collection of selected accounts written by people who have survived the loss of a yacht at sea. The stories are grouped under the principal causes, including adverse weather, equipment failure, faulty navigation, collision, fire and explosion, and in themselves make exciting and gripping reading with the added zest of

being accounts of actual events. Each story is short enough to be enjoyed in its own right, whilst the message of how quickly and unexpectedly disaster can strike is repeatedly punched home. Some of the stories, when the loss has taken place close to the shores of the British Isles, end with the arrival of the local lifeboat.

The final section of the book has been devoted to lessons and conclusions from each story and is a thought-provoking analysis for anyone interested or engaged in sailing. A most readable book both for the enthusiastic yachtsman and the casual reader.—G.P.



● Anyone reading Robin Aisher's book **Yacht Skipper** (Fernhurst Books, £5.95), even someone knowing little about the art, would begin to appreciate the difficulties of steering with a tiller downwind in a breeze or some of the important facts to consider when buying a compass for a yacht. The good thing about Mr Aisher's book is that it is easy to understand. It is written in a down-to-earth style and has good, clear photographs which give you a feel of the excitement of skippering a yacht, and there are also plenty of explanatory diagrams. The photographs are undoubtedly an outstanding feature; they were specially taken for the book on board Robin Aisher's yacht *Yeoman* during the One Ton Cup. All the royalties from *Yacht Skipper* are being given, through the generosity of the author, to the RNLI and the book is available through the Institution's trading company.—S.J.G.

● Also recently published by Fernhurst Books are: **The Rules in Practice**, by Bryan Willis (£4.95) and **Tuning your Dinghy** by Lawrie Smith (£4.95).

● The ninth edition of Graham Danton's **The Theory and Practice of Seamanship** (Routledge & Kegan Paul, £19.50), as with the first, is aimed primarily at those studying for British Certificates of Competency. The revisions to the text include full metrication although the author has sensibly included the imperial equivalent to assist those readers who are not fully conver-

sant with the metric system. The new edition also covers regulations for preventing collisions at sea and those on oil pollution, survival in extreme cold and the 'sailing factor' of large disabled tankers. Modern thought on stranding and collision is considered together with the acceptance that the practice of carrying out anchors in ships' lifeboats is now judged to be obsolete.

It is unfortunate that coloured diagrams are obviously too expensive to include; nevertheless, the nineteen chapters comprehensively cover many aspects of seamanship for the professional seafarer studying for Certificates of Competency. This excellent textbook also provides much interest to everyone connected with the profession and a source of reference for experienced seafarers.—C.P.

● Obviously, before reading Maldwin Drummond's masterly work **The Riddle** (Nautical Books, £10.95), one must have not only read *The Riddle of the Sands* by Erskine Childers, but also been entranced to the extent of, quite literally, being unable to put it down. It has, over the last eighty years, become something of a cult and anybody who has not read this most remarkable story is denying himself a bewitching experience.

Mr Drummond candidly confesses his own enchantment and would certainly have been completely at home with Davies and Carruthers in the cabin of the *Dulcibella*. Their influence, apart from encouraging him in his own first voyages, is apparent in this book of his in which he in turn captivates the reader and carries him beyond the confines of the original story. The view he presents of the political intrigue at work in Europe at the turn of the last century is quite fascinating even to one with no interest in political history.

A very great deal of hard work and exacting research has gone into this book and the rewarding result—not least the history and description of the *Vixen* and her metamorphosis into the *Dulcibella*, with all the controversy regarding her alleged antecedents as an RNLI lifeboat—is as captivating a voyage as that made by the *Dulcibella* herself all those years ago.—B.A.

● The sea has a habit of creating heroes and there are surely few more heroic acts than a crewmember leaving the heaving cockpit, descending into the galley, marshalling pots, pans, ingredients and his or her own powers to combat or ignore intense nausea and, after a cacophony to match the sound of two armour-clad medieval knights in mortal combat, proffering grey-green faced through the hatch a succession of miraculously steaming plates of something for a hungry but often unsympathetic crew.

The Sailing Cook Book compiled by Kitty Hampton (Willow Books, Collins,

£6.95) goes as far as any book can to prepare the luckless cook for the worst they are likely to face by offering recipes in categories: Beaufort wind scale 0-2, 3-6, 7-12. The last of these includes such morale boosters as tiddie oggie, a recipe sent in by Bumble Ogilvie Wedderburn, the cook aboard *ADC Accutrac* when she took part in the 1977-78 Round the World race with Clare Francis as skipper. Tiddie oggie is a sort of pie filled with meat, sweetcorn, tomatoes, onions and 'any leftovers from the galley'.

At the other end of the scale there are

recipes to make you dream of those occasions when, after a good, lively day's sail the wind has stilled, you have anchored for the night in a quiet cove or inlet and as you relax with chilled aperitif, the warm evening air is enhanced with the subtle bouquet of Glynn Christian's chicken with minted avocado or the Duchess of Norfolk's gnocchi Parisienne wafting from the galley below.

The book also has comprehensive chapters on how to keep the galley shipshape, on preservation and stowage of stores and indeed on how to cope

with seasickness. Some well-known people have contributed recipes, many of which are fun to read as well as practical, and all royalties from the book are going to the Jubilee Sailing Trust.—E.W.W

● Other books recently published include: **Two Yachts, Two Voyages** by Eric C. Hiscock (Adlard Coles Ltd, £7.95); **Competent Crew** by Pat Langley-Price and Philip Ouvry (Adlard Coles Ltd, £6.95) and **Cruising: Coastwise and Beyond** by Colin Jarman (Nautical Books, £10.95).

Letters . . .

Thanks, Whitby

(see photograph, page 187)

I am one of the pupils of Brinsworth Whitehill Junior School and I am writing to say how grateful we are to the RNLI at Whitby for rescuing us from the cliffs on Tuesday, March 19. It was the second day of our five-day holiday when we had planned to walk across the beach to Saltwick Bay. We were enjoying climbing across the rocks and fishing in the rock pools until we came around the last cove and found the tide had cut us off. We were amazed because it was only 11.30 am and high tide wasn't until 3.05 pm. We quickly ran to the other side but it was hopeless, we were trapped at both ends of the beach although there was still plenty of beach left. We climbed to higher ground and waited.

Eventually an air-sea rescue helicopter looked at us, then flew away thinking we were all right. We sang songs and ate our lunches waiting for the tide to turn. Suddenly a small speed boat came towards us. When it got nearer I saw it was an RNLI inflatable lifeboat. We were really relieved when we saw it. I couldn't wait to get on it. It took us in fours to the big lifeboat. We got very wet in the inflatable and some of us were sick on the big lifeboat because of the swell. If the RNLI hadn't rescued us I would have caught cold because I had water in my shoes. I am really grateful to the RNLI and will look back on it as a very exciting experience. The following day we visited the lifeboat museum and thanked Mr Thomson, the coxswain personally. He and the rest of the crew were very kind to us.—NICHOLAS STRINGFELLOW.

Calling all ex-lifeboats

I am sure many readers of THE LIFEBOAT will be familiar with the Lifeboat Enthusiasts' Society, which was formed in 1964 by John Francis to unite all those with an historical and/or technical interest in the work of the RNLI.

Thanks to the hard work of John and his wife, Pam, the society is still going strong twenty-one years later. To mark its coming of age, the society is to publish a book, it is hoped by the end of the year, which will catalogue all known ex-RNLI lifeboats which have been sold from service and adapted for further use by private owners. The book will list current owners, locations and uses of ex-lifeboats, and describe any conversion work carried out.

As editor of the project, I was wondering if it might be possible, through the columns of THE LIFEBOAT, to ask all readers who own or who know of any former RNLI lifeboats, to write to me at the address below with details. Any amount of information, however small, perhaps from a quick sighting as a conversion cruises by, to a full history, would be very helpful.

Should any new owner of a conversion require a service history of his or her craft, I would be pleased to pass their letter on to the society's expert honorary archivist, Jeff Morris, who I am sure will be able to help.—TIM KIRTON, 23 Cadwell Close, Alvaston, Nr Derby, DE2 0SH.

Book of signatures sells

I am very pleased to tell you that the response was marvellous to my letter in the journal offering for auction by post a copy of the book, *In Danger's Hour*, with signatures; it sold for £400 to Shoreline member Mr R. Laslett of Kent.

I would like to thank, through the journal, all those who made bids. I regret they could not all win as everyone was obviously interested in helping the lifeboat service. Obtaining the signatures has been a most rewarding experience and I am sorry to part with the book as it holds lots of very pleasant memories. However, the £400 which has gone to the RNLI makes up for any regrets.—MRS H. J. ENTECOTT, 31 Hornbeam Spring, Knebworth, Herts, SG3 6BE.

Grace Darling oak

Following your enquiry in the spring edition of THE LIFEBOAT about the Grace Darling oak, I went to Battersea Park today and took a photo of the tree. It was of special interest to me as I served three years in Battersea as Head Keeper. The tree is just beginning to break into leaf.—RON TAYLOR, Prince Consort Lodge, Kennington Park, London.

June Mills of Didsbury, near Manchester who was born in Battersea, wrote to the present day park manager to discover that the tree was still thriving, while Mr R. Macnab of Shepton Mallet commissioned his daughter (who lives in Battersea) to do a search of the park where she discovered it, about 25ft high, she reckoned. David Morrell of Chelsea, a frequent walker in Battersea Park, was unaware of the tree's existence until he saw the spring journal. He, too, located the oak on his next visit to the park.

Mr G. Jarvis of Goring-by-Sea went with his wife to look for the Grace Darling oak. He sent this photograph saying, 'the tree is near the embankment, by the new Peace Pagoda'.



THE LIFEBOAT SERVICE—Past and Present

100 Years Ago

The following three items were first published in the journals of February, May and August, 1885.



CLACTON-ON-SEA.—At about 6 o'clock on the morning of the 7th September, during a gale of wind from the W., a schooner was seen high and dry on the Gunfleet Sand, just above the lighthouses flying signals of distress. The *Albert Edward* Life-boat proceeded to her assistance under sail, and found that she was the *Mystery*, of Portsmouth, on a voyage to that port from Calais, in ballast. The wind and sea had greatly increased by this time, but the Life-boat succeeded in getting alongside as the tide rose; took a

woman off, and then remained by the vessel, as the Life-boatmen considered there was hope of saving her. Accordingly they set the canvas; kept the pumps going; repaired the wheel-chain, and eventually she dragged over the sand into the Wallet Channel, when she was taken safely to Harwich with her crew of four men, and a woman who was also on board. During the time the vessel was crossing the sand the seas broke right over her, making it dangerous work to stand by her.

Feb. 13.—At about 7 P.M. telegrams were received at Duncannon, Co. Wexford, stating that a large four-mast ship was ashore on the Pollock Rocks in Fethard Bay. The wind was blowing a whole gale from the south and the sea was very heavy. Horses were procured as soon as possible, and the Duncannon Life-boat *Richard and Anne* was taken to Fethard, a distance of seven or eight miles over a rough road, and was launched after great difficulty, the sea sometimes washing over the boat and crew. She proceeded in the direction of the stranded vessel, which was about four miles out, but she was driven back by the heavy seas. Two of her crew were

then landed, their places being taken by others, and the boat, after waiting an hour at Fethard, again proceeded to sea, and was then successful in reaching the vessel. Her crew, consisting of 33 men, were then taken into the Life-boat and landed at Fethard. The vessel proved to be the *Earl of Beaconsfield*, of Glasgow, 2000 tons, bound from Glasgow to San Francisco with coal and a general cargo. The Life-boatmen, who were very much exhausted, did not get back to their homes until 9 P.M. on the 14th February, having been on duty for nearly twenty-six hours.—Expense of service, 64*l.* 15*s.* 3*d.*

PLYMOUTH and YEALM RIVER.—On the night of the 28th of January the Plymouth Life-boat *Clemency* and the Yealm River Life-boat *Bowman* went out in reply to signals of distress shown by the barque *Wellington*, of Windsor, N.S. The wind was blowing a gale from the S.W., accompanied by a very high sea. It was found that the vessel was brought up by her two anchors with all cable paid out, between the Mewstone and the coast, close to the rocks, but not touching them, and that she required a steam-tug to tow her to Plymouth. The Life-boats were employed several hours in passing lines and hawsers to and from the tug, under circumstances of difficulty and danger; remained by the vessel while she slipped her cables, and accompanied her into the River Yealm, where she was grounded on the mud at about 4.30 on the following morning. The sea being too heavy for the Plymouth Life-boat to work her way back, she waited until the tug left at about 4.15 P.M., and was then taken in tow and returned to her station. In consequence of circumstances connected with the death of the captain of the *Wellington*, whose body was on board the vessel, and

some of the sailors being wounded, the Queen's Harbour Master requested further services from the Yealm Life-boatmen. They were placed on board the vessel, and given full power to act as guard on the crew previous to the magisterial enquiry into the case. They remained there until 4 o'clock in the afternoon.

At 4.45 on the morning of the 31st of January, the *Wellington*, which had been brought from the Yealm to Plymouth Sound on the previous evening, parted from her moorings during a gale of wind from the S. and a high sea, and drove ashore at the back of Millbay Pier. This being observed by the coxswain of the Plymouth Life-boat, he immediately called the crew together, launched the boat, and proceeded to the vessel. The Life-boatmen were requested to pass a tow-rope from a steam-tug to the vessel, and remained by her until she was towed off at about 6.30. As the ship had lost her anchors and chains, and had, therefore to be moored temporarily to a buoy, it was thought advisable to keep the Life-boat afloat until the weather moderated at about 10.30 A.M.

Today's Lifeboatmen



Helmsman Frank Dunster of Hayling Island. He joined the lifeboat crew in August 1974 having previously been connected with the Hayling Island Sea Rescue and Research Organisation. Frank was awarded a chairman's letter in 1978, a bronze medal in 1980 for the rescue of the crew of four from the yacht *Fitz's Flyer* in a south westerly gale and a very rough sea on December 14, 1980; and a bar to his bronze medal in 1981 when he and fellow crew members Roderick James and Graham Raines rescued eight people, landed three people, helped two yachts and saved two sailboards on September 19, 1981. Roderick James was awarded a silver medal for his part in these services. Frank was born within sight of the sea at Hayling Island and learned to sail as a child in Chichester Harbour, he is now a keen sailboarder. He also owns a rigid inflatable boat which he uses, when not on duty for the RNLI, as a rescue boat for the sailing clubs in the area. Frank works in London for a firm of stockbrokers and commutes to the City every day. He says: 'the air at Hayling gives me a fresh start to the day'.

Facts and Figures

In 1985 RNLI lifeboats have so far launched 749 times, saving 305 lives.

In 1984 lifeboats launched 3,613 times (an average of nearly ten times a day) and saved 1,330 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.

Over fifty per cent of all services were to pleasure craft.

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

112,097 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 |



Maldon Little Ship Club's sponsored row, an annual event, raised £1,681 for the Institution when it was held in January, 1985. Competitors braved sub-zero temperatures, ice floes and snow in order to complete the five-mile course on the Blackwater Estuary. The prize for the highest sum in sponsorship was won by Anne Tomlinson (r) and Joan Steele (l), who raised £1,062 between them.
 photograph by courtesy of Maldon and Burnham Standard

Kipling in the Borders

On Saturday March 9 The Duke and Duchess of Roxburgh kindly allowed their home, Floors Castle in the Borders, to be the magnificent setting for a Kipling evening organised by the Honourable Mrs Henry Douglas-Home and her social committee drawn from the Borders area. A limited number of guests were invited to attend the evening which was presented by actor and TV personality Gerald Harper. Mr Harper and his daughter Sarah devised the evening's entertainment, a one-man show depicting Kipling's life in India and England. Other items on the evening's programme were the recital of a poem, *The Lifeboat Men*, written by William Douglas-Home (see page 211), and a display of Kipling memorabilia kindly lent by Viscount Cobham. At the end of this memorable evening almost £5,000 was raised.

Sponsored pursuits

Two cyclists from the DHSS in Romford and Central London, Geoff Lambert and Paul Ewart, raised £410 for the Institution in their sponsored 'corner to corner' cycle ride from John O'Groats to Land's End. The ride took nine days, after which the pair spent a week's 'convalescence' in Cornwall.

Pensioner Albert Fradley from Stafford 'beat the bounds' in a 20-mile walk around the parish of Berkswich, raising money for the RNLI. Albert, aged 71, has been supporting the Institution for three years by doing this boundary walk and this year raised £53, completing the course in just over five hours.

Each year since 1980 **Stourbridge branch** has held a sponsored knit in. This year's event was held in February at the Watercourse Restaurant with 60

ladies taking part who, between them, raised the record sum of £1,061.84. This also included money from a raffle and the sale of 50lbs of home made marmalade. All the knitted squares are made into blankets and sent to Mother Theresa in Calcutta.

Engraving hobby

After spending many years building lifeboats at William Osborne's boatyard at Littlehampton, John Legg is now helping the RNLI in a totally different capacity. Since taking up engraving as a hobby three years ago Mr Legg has produced several items to be auctioned in aid of the RNLI. Twickenham branch have auctioned a tankard and a decanter, both had lifeboats engraved on them and they raised £30 and £75 respectively; and following the donation of three glass topped tables by the Courts Furnishing Company, Mr Legg engraved a different lifeboat on each which raised a further £65.

Tall stories

An audience of 250 enjoyed a double bill film show of the tall ships in the Mersey. The films were followed by a feast of soup, baked potatoes and sausages, all washed down with a healthy dose of laughter during an amusing talk by Mr Tol Smith on his own exploits on *Lone Fox of Wirral* during the Tall Ships Race. The evening was a great success raising £500 for **Neston and Parkgate branch**.

Running total

The sands of time didn't run out for Paul Thompson who finished the Jeddah, Saudi Arabia, marathon in the very respectable time of 3 hours 37 minutes—and that after starting to run at 0430 hours! (Before the sun gets up).

£

THE FUND RAISERS



Paul Monaghan, a member of the British Sub-Aqua Club, swam twenty lengths of a pool, underwater, to raise £100 for the Wellington and District branch. No mean feat when you realise Mr Monaghan has been confined to a wheelchair for over 30 years having been crippled by polio. Paul is pictured here with (l to r) Ellie Goretzki and Dave Warren, both members of the sub-aqua club, Mrs Betty Hardacre, treasurer of Wellington branch and Mac McDonald, branch chairman.

photograph by courtesy of Fototek

Paul was sponsored in aid of **Calshot and district branch**, the total amount raised being about £1,500.

Two lifeboat stations benefited from the Scarborough September Carnival marathon when Shoreline Club No 7 member, Eric Pickup, ran under sponsorship for the RNLI. Mr Pickup was



Cold and foggy weather in Humberside failed to deter supporters from Epworth ladies' guild's third threshing day in late December, 1984. The event, inspired by a desire to preserve old farming methods, was hosted by branch president Annie Harris and her husband. An old steam thresher, kindly loaned by friends, did all the hard work while the ladies of the guild kept workers and visitors happy with some real farmhouse cooking. With a collection and several donations, the day raised £117.30 for the Institution.



Michael Forsyth, a pupil of Kirkwall Grammar School, hands over a cheque for £78.80 to Captain M. S. Work, honorary secretary of Kirkwall lifeboat station, on board the 70ft Clyde class lifeboat, Grace Paterson Ritchie. The money was raised by pupils of the school taking part in a sponsored walk to the remains of the SS Irene, grounded on the night that Longhope lifeboat was lost with all hands while responding to her distress call.



A snooker match worthy of Dennis Taylor and Steve Davis took place at the RA Range, Benbecula, Outer Hebrides. Eight members of the sergeants' mess played snooker non-stop for two days, pocketing £386.45 for the Institution as a result. Presenting the cheque to Derek Collins (l), also a member of the sergeants' mess, is Bill Loughlin watched by (l to r) Mick MacAnulty, Iain Hill, Keith Christian and Elgin Davies.



Lewis Carroll would have been surprised to see the Lewes Arms adaptation of Alice in Lewes Land. Licensee, Paul Stonehouse, alias Flopsie the White Rabbit, his wife Pauline, the Queen of Hearts, plus six members of Lewes and District branch's committee, all played leading roles in the pantomime. The annual show was the brainchild of former licensee John Owen eight years ago. When Mr Owen joined the RNLI staff as an area organiser for the South of England, Paul Stonehouse, who was appointed licensee in his place, was more than happy to carry on the tradition, and successfully too, as Alice in Lewes Land raised £1,100. This was shared equally between the Lewes Lifeboat Appeal and the local Pioneer Gateway Club for the mentally handicapped.



A 9ft model Arun lifeboat was used by the newly-formed North Southwark branch to attract people's attention during London lifeboat week in March. The model was built by branch chairman Paul Charter (above) and has a rotating beacon on its radar mast, a 15ft flag staff and the stern deck provides a souvenir sales area. The boat was a great success with the crowds and the branch raised over £2,000 during the week.



A cheque, large in both size and amount, was handed over to the Duke of Atholl (centre), Chairman of the RNLI. The cheque, for £173,245.86 was for the total amount raised by The Mumbles lifeboat appeal. Seen with His Grace are (l to r) Mr David East, South Wales chief constable; Anne Williams, RNLI regional organiser (Wales); County Councillor Tom Jones, chairman of the appeal; Colonel J. Vaughan Williams, HM Lieutenant for West Glamorgan and president of the appeal; Mrs J. T. Olwen Morgan, vice chairman of the appeal and chairman of the ladies' section, and Mr Colin Jones, Treasurer.

photograph by courtesy of South Wales Evening Post

able to hand over £86 each to the coxswains of Scarborough and Filey lifeboats.

Local knowledge

Mr T. G. Audley from St Ives, Cornwall, gives walkabout tours of Old St Ives, including of course, the lifeboat house. Recently Mr Audley was able to send a cheque for £12 to the **St Ives branch**, the result of donations given after the walk and talk. Mr Audley would be happy to give his services free of charge to any visiting lifeboat crew or Shoreline members. Mr Audley's telephone number is (0736) 797967.

Lifeboat refit

Having been taken off station temporarily for a refit, the old metal collect-

ing box from the Six Bells pub in Colchester was given a thorough survey by GT Coach Works. Their estimate for the work was received by licensee Mr Margetts as follows:

To recover RNLI lifeboat from her bar area and place in dry dock.

Prepare and re-spray in original colours.

Remove from dry dock and re-berth on bar.

Labour—two light and bitters

Recovery fee—bacon sandwich

Typist fee—bread pudding and coke

All the above prices are subject to VAT at the current rate.

The box, now resplendent in its new paint and back on station (on the bar), will continue to collect money for the RNLI, an estimated £50 to £60 every few months.

Promises, promises

An auction with a difference was held on April 19, organised by **Saffron Walden and District branch** and held at the Butler Leisure Centre. It was an auction of promises. Only a few of the lots could actually be seen, but from their description in the catalogue, some of them had to be seen to be believed! Lot 11, half a ton of horse-manure (well rotted); Lot 13, escorted tour of the Palace of Westminster for two people by Alan Haselhurst, MP; Lot 20, tennis party for six on a rather doubtful grass court followed by a barbeque supper; Lot 54, Mrs Linda Bush will make a pair of French knickers, material to be supplied by bidder, and Lot 60, a day's shooting for an experienced gun during November. Expected bag 50 brace. The auction was a great success and raised £2,856.

Model speakers

Charles Steele, ex-motor mechanic of Selsey lifeboat, and Philip Johnson give numerous talks and film shows in the south west region, always taking along their models of the Brede class lifeboat, *Caroline Finch*, and the 48ft 6in *Oakley, Charles Henry*. The two gentlemen recently gave a talk to the Young Farmers' Club of Lewdon near Okehampton, and received a substantial cheque as a result of their efforts.

Speed cheque

The RNLI was in high spirits when presented with a cheque for £4,500 by the organisers of the famous soap box



Yo-ho-ho and a bottle of rum: forty-five sub-aqua diving pirates from Swindon took the plunge in style. They swam three and a half miles along the Thames, raising over £450 for the Institution. The divers kept their spirits afloat in the icy January water with the help of a floating bar.

photograph by courtesy of Richard Wintle



A lovely life-size donkey, hand made by Robbie MacDonald who works at the Wick Carpet Store, was raffled to raise funds for Wick lifeboat station. The donkey was put on display in the store to attract interest in the raffle. Eight-year-old Michael Grant obviously thinks the donkey is great fun while Mr MacDonald keeps a watchful eye on his handiwork. The proceeds from the draw for this humble beast of burden were in excess of a not so humble £462.

photograph by courtesy of J. MacDonald



Beaulieu Boat Jumble must surely be the biggest jumble sale of nautical goods in the country, if not the world! The 1985 jumble, held in March, raised £2,000 for Lymington branch made up as follows: £1,013 from jumble sales, £568 from an auction of goods donated by other stall holders, and over £500 from Shoreline, souvenir and raffle sales. Branch treasurer Rex Reddrop can be seen negotiating the price for a bargain dinghy while other branch members in the background enrol Shoreline members and sell raffle tickets and souvenirs.

grand prix held at Blakesley, Northants. This annual event has raised over £14,000 for the Institution in seven years. The presentation reception was hosted by Matthew Clark and Sons Ltd, who ensure that every lifeboat around the country carries a supply of Martell Cognac.

The Burnham Boppers

*The Burnham Boppers keep fit class
Has sadly had to stop
Each week we'd dance, and stretch
and prance
Until we used to drop.
Then teacher had a baby girl
We're pleased with all our heart*

*But she would need her evening feed
When class was due to start.
We carried on for several months,
We paid just as before,
The kitty grew, but now we're
through,
The Boppers bop no more!
The kitty bought a gift for Mum,
And one for baby too,
We thought it best to give the rest
To some good cause, like you.
So now our joints grow still again,
Leg muscles back to jellies,
But when gales blow, at least we
know
Six crewmen have new wellies!
Mrs J. Ballinger, on behalf of the*



An outrageous raft race raised over £2,000 for the Marlow and District branch in September last year. The race was organised by Harrisons Sports and Social Club from High Wycombe, and was held on the Thames. Competitors were kitted out in a variety of guises, and attempted the course in an assortment of craft. An RNLI pennant was awarded to Chesham Sub-Aqua Club for raising the most sponsorship money—an outstanding £1,200. Their floating castle can be seen in the centre of the picture.



Roll out the barrel! That is exactly what eight customers of the Hare and Hounds pub at Dore, near Sheffield did. The eight, working in pairs, pushed a 36-gallon beer barrel filled with water from the pub to Whitby lifeboat station, passing through Sheffield, Barnsley, Wakefield, Leeds, Tadcaster, York, Malton and Scarborough en route. The journey took just one week, ending on Easter Sunday. At a social evening held in Whitby crew room, landlord of the Hare and Hounds, Peter Crossland, was able to hand a cheque for £4,000 to Coxswain Peter Thomson. Sponsorship and competition money is expected to raise a further £1,000.
photograph by courtesy of Whitby Gazette

Burnham Boppers sent this rhyme to Head Office in Poole, together with £37.50 which does indeed buy six pairs of boots.

Reliable sources

Margate ladies' guild was very active during the run up to Christmas. The ladies ran a fayre, which raised £445, a draw and dance at the Norfolk Hotel raising £574.65 and a sherry morning which brought in a further £210. What is normally a non-profit-making social evening organised for the crew members was then such a success that the branch was able to send a cheque for £290 to the Institution, which was on top of £22,279 forwarded to head



An Easter egg, so large it would have defeated Goliath, was raffled by Mablethorpe guild, raising £221.80. The chocolate egg weighed in at 14lbs and stood 18 inches high. The guild has not been in existence long but in 1984 was able to send £5,900 to RNLI head office in Poole.



How many teddy bears does it take to buy a Neil Robertson stretcher? One hundred! Mary Woods of Test branch knitted and sold 100 teddies and paid for the stretcher now being used at Beaumaris lifeboat station. One obviously satisfied customer is Oliver Straton, seen here happily cuddling teddy number 100. Mrs Woods (could she be called a stretcher bearer?) is already working towards her second stretcher, having knitted and sold a further 27 bears with orders for yet more.

office at the end of 1984.

Widnes ladies' guild celebrated its diamond anniversary in 1984, having been fund raising for 60 years. With a celebratory spurt to their activities, the ladies were able to send to head office £2,346, a record amount for the guild.

Heywood ladies' guild in Lancashire held their annual dance in January which raised £460.30. This brings the total amount raised by their dances over the last 10 years to £4,404.

The Lea Singers raised almost £700 for their local RNLI branch at **Harpenden** during one of their annual charity carol concerts. Mince pies and punch and a successful raffle also featured on the evening's programme. Harpenden branch raised a further £1,500 from the sale of 65 tons of waste paper collected during the year. This way of raising money has made £5,500 for the branch since the collecting began.

When the Kingfisher Angling Club of Quorn, Leicestershire donated a caravan to **Loughborough branch** as the result of a sponsored fish, the branch decided to paint her in lifeboat colours. With the help of Brian Edwards from the firm Edwards of Loughborough, the caravan now has orange 'superstructure' and a blue 'hull'. On its first public outing the van created great

interest at a local fete and helped the branch to raise £211 by the end of the day.

The ladies of **Ramsgate** are excellent sales people. From their stall at Ramsgate Harbour the ladies, including Mrs Mary Cannon, mother of Coxswain/Mechanic Ron Cannon, sold so many souvenirs that they were able to donate £8,500 towards the cost of Ramsgate's new Atlantic 21 lifeboat, *Ramsgate Enterprise*.

An RNLI shop, run by **Seaview/St Helen's branch**, Isle of Wight, in empty premises made over £380 in only ten hours. The shop, open for two hours in the morning over five days, sold RNLI souvenirs as well as home made goodies and bric-a-brac.

Anyone for coffee?

The **Broadway ladies' guild** held an extremely successful coffee morning at the Lygon Arms on May 3. The morning was very much enjoyed by everyone who attended and raised the sum of £1,013.35.

The newly-formed **Witton Gilbert guild**, Co Durham, has already brought in nearly £250 for the RNLI. The money was made at a coffee/sherry morning, with raffles and a bring and buy sale held at the home of Mrs Eva Johnson,

founder of the guild. Despite snow and ice, 90 people attended the morning, making this small guild's first fund raising event a resounding success.

In December, 1984, **Penarth guild** held its annual supper and raised over £700. Part of this amount came from the sale of souvenirs during the evening.

Local support

Speculation was rife about how much money customers and staff of the Speculation Inn, Hundleton, Pembroke, had raised for Angle lifeboat station. The landlord and his lady, Richard and Ann Nelson, organised a variety of events including a sponsored beard shave and a goose raffle. At a special presentation evening a cheque for £600 was handed over to Gerald Edwards, coxswain of Angle lifeboat.

Regular customers and staff of the Freelands Tavern in Bromley have undertaken to pay for the £1,500 vhf direction finding set recently fitted in Walmer lifeboat, *The Hampshire Rose*. So far £750 has been handed over with money coming from sponsored events, contests and a pile of pennies which was ceremoniously demolished by former Page Three Girl of the Year, Samantha Fox.

WILLIAM DOUGLAS-HOME wrote this poem for recital at the RNLI fund raising evening held at Floors Castle in the Borders, last March.

THE LIFEBOAT MEN

When you lie in your bed on a winter's night
And you wake to the sound of the raging storm
And the windows creak and the curtains blow
And you know that the only place that's warm
In the whole wide world is the bed you're in
And you pull the blankets up to your chin
There's a ship off-shore on the storm-tossed deep
And she's trying to ride out a force-ten gale
But the wind's too strong and the sea's too steep
And the anchor drags and the engines fail
As the ice-tipped waves break over the deck
— And the rocks stand by to break up the wreck.

But there's other men lying in bed ashore
And in beds as warm and as cosy as yours
When the warning sounds at the hour of four
And they up and they dress and they run out-of-doors
Down the empty street to the snow-clad quay
Where they launch the lifeboat and put to sea
And they round the headland and battle their way
Through the mountainous waves and the blinding spray
And the lifeboat shudders and heaves and groans
As she turns their stomachs and rattles their bones
While they look for a sign in the hell ahead
— And the rocks prepare to receive their dead

And they wallow and skid through the raging seas
In the teeth of the gale and the driving snow
As they fight for balance on flexing knees
And the dread of disaster begins to grow
— Though with never a thought for their own welfare
When the look-out suddenly spots a flare
And a cheer goes up as their hopes renew
And the boat draws near to the stricken ship
And with matchless courage they winch the crew
As they lurch and shudder and slide and slip
Then they sail for home with their salvaged mates
— As the dawn comes up and the wind abates

RNLI national lottery

THE DRAW for the 29th national lottery on April 30, 1985 was made by Captain Philip Roberts DSO who was captain of RFA *Sir Galahad* when she came under attack during the Falklands conflict in 1982. Before returning to sea in May this year, Captain Roberts was chairman of an appeal within the Royal Fleet Auxiliary to help fund a 47ft Tyne class lifeboat in memory of the men lost in the *Sir Galahad*. This quarter's lottery had raised over £50,000 which puts the money raised by RNLI lotteries on target for £1 million by the end of the year. The prizewinners were:

£2,000: A. G. Sharp, Kelsall, Cheshire
£500: Miss K. H. Moffat, Pitlochry, Perthshire
£250: A. Felton, Liverpool 17
£100: Mrs M. Twigger, Melton Mowbray, Leicestershire; Mr M. Anglum, Stevenage, Hertfordshire; Mr B. M. Meakin, Wilford, Nottingham; Mrs J. Hewitt, Yealmpton, Devon; Miss Jean Richards, Exeter, Devon; Mrs E. A. Johnson, Carshalton, Surrey; Mrs C. Glover, Burford, Oxfordshire.



Captain Philip Roberts at the draw.

£50: C. W. Weller, Broad Oak, Near Rye, East Sussex; A. Morton, Ayr, Ayrshire; H. S. Corner, Rishangles, Near Eye, Suffolk; Mr L. E. Hartley, Penarth, South Glamorgan; T. Stephens, Rosebank, Whitehaven; J. Liggman, Rochdale, Greater Manchester; William C. Boyd, Willerby, Hull; T. W. Vernon-Smith, Salterton, Exeter, Devon; R. Ponton, Erith, Kent; R. C. Luck, Darlington, Co Durham.

The draw for the 30th national lottery will be held on July 31, 1985 at Poole head office.

And so, as you awake from your restful sleep
And you walk to the window and look outside
At a day which has snatched more lives from the deep
For the lifeboat men you will feel great pride
In the wonderful selfless work they do
For the likes of me and the likes of you —

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The Warnford Tea Trading Company Limited

Lifeboat Services

from page 191

damage. He also felt it would be too dangerous to try to close alongside. Instead, he instructed his crew to prepare a tow and moved the lifeboat, stern-first, towards the casualty's port bow. The occupants could be seen in the after cockpit and when he learned that two out of the four were young children, he decided he had to put someone aboard.

Asking his second coxswain to jump when he could, Coxswain Cannon made a number of approaches to narrow the gap, but each time the roll of the cruiser made it impossible to jump. On the third attempt, however, the coxswain saw another of his crew, Timothy Hurst, who had been on the stern with the towline, leap the four feet across and down on to the casualty. He had attached himself to the towline in case he missed his jump.

Within the next few minutes Coxswain Cannon was nearly unable to believe the speed with which Crew Member Hurst first made fast the tow, checked it for possible chafing and then went aft to check the occupants. The cruiser owner later reported that Hurst took the two frightened and seasick children (aged 8 and 11), one under each arm, and told them all would be well now that he was in command, provided they went into the cabin and left room for him to steer. He also asked the owner's wife to go with them.

By 2135 Hurst reported by radio that all was secure on board and the tow

began for Ramsgate. Margate harbour was nearer but discounted because of its shoaling approach and the prevailing weather. The second yacht, *Camelot*, agreed to follow the lifeboat into Ramsgate.

The return passage was made without serious incident although speed had to be reduced to prevent the cruiser from yawing in the beam seas. Harbour was reached at 2315 and the cruiser safely secured on the western pontoons. At 2345 the lifeboat was refuelled and ready for service.

For this service, a framed letter of thanks, signed by the Duke of Atholl, was sent to Crew Member Timothy Hurst.

West Division Man in water

AN AUXILIARY COASTGUARD at Rhos on Sea, Mr Brian Allen, on the evening of Thursday October 18, 1984, noticed a small dinghy with one person on board being rowed with some difficulty in the harbour. At the time there was a west south westerly near gale force 7 blowing, gusting to force 8 and Mr Allen was worried about the boat's safety. He watched it making slow progress across the harbour but when the occupant reached a 16ft power cruiser he continued on his way.

Twenty-five minutes later, at 1825, Mr Allen received a telephone call from Holyhead coastguard saying that a

dinghy was reported overturned in the harbour with someone clinging to it. He realised exactly what must have happened and went straight back to the harbour.

Although the wind was blowing over the land and the sea was calm, the gusts were very variable in direction. He could see the red dinghy upside down and another dinghy with two people on board alongside it. This second dinghy had been launched by Ronald Broster, a photographer, and Mereion Roberts, a fisherman, after one of the sons of the man in the water had alerted them to what had happened.

The man in the water was very heavy and it would neither have been wise nor indeed possible to pull him aboard the second dinghy. Instead, he was held over the transom by one of his rescuers while the other paddled the dinghy back to the shore. This took some ten minutes and when the man was landed he was found to be suffering from hypothermia.

He was wrapped in blankets and taken to the nearby Rhos Abbey Hotel to await the arrival of the ambulance that Mr Allen had requested. The man was later checked over and subsequently released.

Following this incident, framed letters of thanks, signed by the Duke of Atholl, chairman of the RNLI, were sent to Ronald Broster and Mereion Roberts. A letter of appreciation, signed by Rear Admiral W. J. Graham, director, was also sent to Mr Brian Allen.

Lifeboat Services November and December, 1984, January and February, 1985

Aberdeen, Aberdeenshire

54ft Arun: January 29

Abersoch, Gwynedd

Atlantic 21: November 8

Aberystwyth, Dyfed

C class inflatable: November 21, December 15 and 24

Aith, Shetland

52ft Barnett: November 13

Aldeburgh, Suffolk

37ft 6in Rother: January 12 and February 4

D class inflatable: November 11

Alderney, Channel Islands

33ft Brede: November 3, December 8, 11, February 4, 6, 10 and 11

Amble Northumberland

37ft 6in Rother: November 15, February 3 and 11

Angle, Dyfed

46ft 9in Watson: December 22

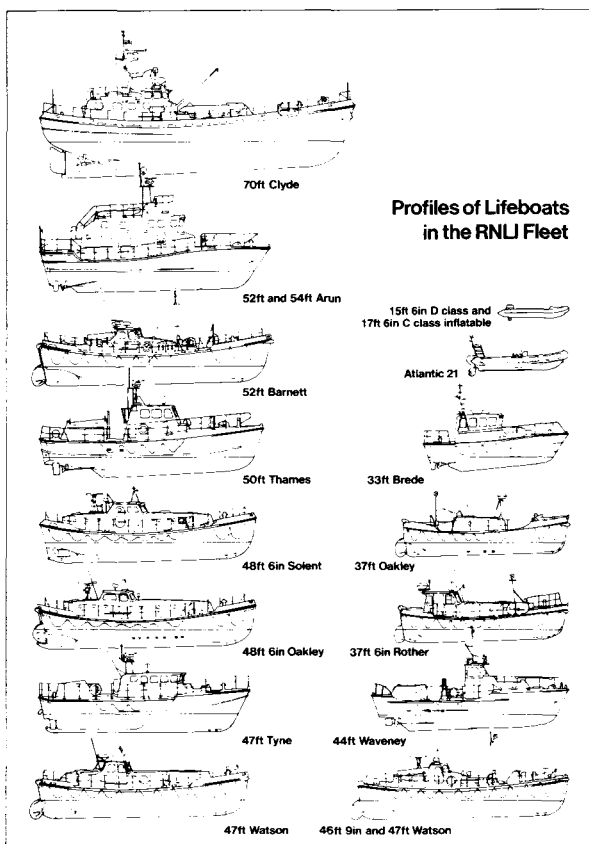
Appledore, North Devon

47ft Watson: November 21, December 16, January 8 and 24

Atlantic 21: November 7, 12, 21, December 1, 4, 16, 28, January 8, 24, 26 and February 18

Arbroath, Angus

37ft 6in Rother: November 11, 22 (twice), December 16 and January 10



Arranmore, Co Donegal

52ft Barnett: November 15, 30, January 21 and February 2

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

Atlantic 21: February 2

Ballycotton, Co Cork

52ft Barnett: December 5, 18 and February 6

Baltimore, Co Cork

48ft 6in Oakley: December 26, January 11 and February 24

Barmouth, Gwynedd

Relief 42ft Watson: November 27

Barrow, Cumbria

46ft 9in Watson: November 5

Barry Dock, South Glamorgan

52ft Arun: December 3 and January 30

Beaumaris, Gwynedd

Atlantic 21: November 4, 29, 30 and February 1

Bembridge, Isle of Wight

48ft 6in Solent: February 24

Blackpool, Lancashire

D class inflatable: November 11 and December 23

Blyth, Northumberland

44ft Waveney: November 3, 20 and December 9 (twice)

Bridlington, Humberside

37ft Oakley: November 1, 25, December 16, 29, January 12, 16, 27 and February 14 (twice)

Brighton, East Sussex

Atlantic 21: November 25, December 2, 16, January 1, February 3, 10 and 25

Broughty Ferry (Dundee), Angus Relief 52ft Arun: November 21 and January 18

Buckie, Banffshire

52ft Arun: February 21 and 25

Calshot, Hampshire
40ft *Keith Nelson*: January 6 and February 10

Campbeltown, Argyllshire
52ft *Arun*: November 12, January 22 and February 24

Clacton-on-Sea, Essex
Atlantic 21: November 21, December 2 and January 4

Clovelly, North Devon
70ft *Clyde*: December 17 and 22

Courtmacsherry Harbour, Co Cork
47ft *Watson*: November 21
Relief 46ft 9in Watson: February 23

Donaghadee, Co Down
44ft *Waveney*: February 1 and 12

Dover, Kent
50ft *Thames*: December 4, 5, 18 and January 4

Dunbar, East Lothian
47ft *Watson*: December 25 and 26

Dun Laoghaire, Co Dublin
44ft *Waveney*: February 24

Dunmore East, Co Waterford
Relief 44ft Waveney: December 9
44ft *Waveney*: January 24

Eastbourne, East Sussex
37ft 6in *Rother*: January 29 and February 3
D class inflatable: November 25, February 3 and 20

Exmouth, South Devon
33ft *Brede*: January 8
D class inflatable: November 23 and January 1

Eyemouth, Berwickshire
Relief 44ft Waveney: February 13 and 14

Falmouth, Cornwall
Relief 52ft Arun: November 23
52ft *Arun*: January 7, 26, February 15 and 26
18ft 6in *McLachlan*: November 27, February 2, 14 and 15

Filey, North Yorkshire
37ft *Oakley*: November 6 and February 1

Fishguard, Dyfed
Relief 52ft Arun: November 5, 20, 30 and December 30
52ft *Arun*: February 15

Flamborough, Humberside
37ft *Oakley*: January 12

Fleetwood, Lancashire
44ft *Waveney*: January 8 and February 13
D class inflatable: February 16

Flint, Clwyd
D class inflatable: November 15, 19 and December 4

Fowey, Cornwall
33ft *Brede*: December 9

Fraserburgh, Aberdeenshire
48ft 6in *Solent*: November 26 and December 6

Galway Bay, Co Galway
52ft *Barnett*: November 29, December 5, 9, 23, 24, January 11, 14, 23, February 2, 16 (twice), 18 and 25

Girvan, Ayrshire
33ft *Brede*: January 25

Great Yarmouth and Gorleston, Norfolk
44ft *Waveney*: November 5, 27, 30 (twice), December 8, 25, January 9, February 3 and 27
Atlantic 21: December 2, 21, January 20, February 20 and 27

Hartlepool, Cleveland
Relief 44ft Waveney: November 26 and December 3
44ft *Waveney*: December 14, 23, January 31 (twice), February 2, 21 and 27
Atlantic 21: November 15 and January 8

Harwich, Essex
44ft *Waveney*: November 15, December 28 and January 6
Atlantic 21: January 20

Hastings, East Sussex
Relief 37ft Oakley: November 9, 20, December 20 and January 5
D class inflatable: December 23 and 27

Hayling Island, Hampshire

Atlantic 21: November 14, 15, 23, 30, January 1, February 7 and 19

Helensburgh, Dunbartonshire
Atlantic 21: November 11 (twice), December 7, January 1, 30, February 1 and 8

Holyhead, Gwynedd
44ft *Waveney*: November 9, December 1, 5 and February 9

Howth, Co Dublin
Relief 46ft 9in Watson: November 11 and 28
47ft *Watson*: January 26 and February 18

Hoylake, Merseyside
37ft 6in *Rother*: November 29 and December 17

Humber, Humberside
54ft *Arun*: November 6, 8, 9, 14, 17 (twice), 18, 19 (twice), 20, 25, December 6, 7, 10, 24, 29, January 20, 31, February 10, 11, 15 and 20

Hunstanton, Norfolk
Atlantic 21: November 28

Ilfracombe, North Devon
37ft *Oakley*: November 4, January 30 and February 5

Islay, Argyllshire
50ft *Thames*: December 8 and January 18

Kilmore, Co Wexford
37ft *Oakley*: November 24 and December 20

Kinghorn, Fife
D class inflatable: November 1

Kirkcudbright, Kirkcudbrightshire
37ft *Oakley*: November 26, December 8 and February 17

Kirkwall, Orkney
70ft *Clyde*: November 29, December 20, January 12, 22 and February 19

Largs, Ayrshire
Atlantic 21: December 1, January 20, 22 and February 3

Lerwick, Shetland
52ft *Arun*: December 7 and January 21

Littlehampton, West Sussex
Atlantic 21: January 19, February 25 and 27

The Lizard-Cadgwith, Cornwall
48ft 6in *Oakley*: November 13, 23 and January 28

Longhope, Orkney
48ft 6in *Solent*: December 15

Lowestoft, Suffolk
Relief 47ft Watson: November 27, 30, December 6 and 30

Lyme Regis, Dorset
Atlantic 21: November 15 (twice), December 8 and 28

Lytham-St Anne's, Lancashire
46ft 9in *Watson*: November 16

Mallaig, Inverness-shire
52ft *Arun*: November 13, 14, December 8, 17 and February 25

Margate, Kent
D class inflatable: December 23

Minehead, Somerset
Atlantic 21: November 16

Moelfre, Gwynedd
37ft 6in *Rother*: November 24

Montrose, Angus
Relief 52ft Barnett: November 7 and 22 (twice)
48ft 6in *Solent*: January 29

Mudford, Dorset
C class inflatable: November 6, 10, December 20, 31 (twice) and January 1

The Mumbles, West Glamorgan
47ft *Watson*: January 30, 31 and February 3

Newbiggin, Northumberland
Atlantic 21: November 3 and 14

New Brighton, Merseyside
Atlantic 21: November 7

Newhaven, East Sussex
44ft *Waveney*: November 22, December 25, January 3, 24 (twice) and February 17

Newquay, Cornwall
C class inflatable: November 30, December 9, January 1, 5 and February 20

Oban, Argyllshire
Relief 33ft Brede: November 18 (twice),

28 and 30

33ft *Brede*: December 16, 20, January 1, 18, 19, 30 and 31

Padstow, Cornwall
Relief 52ft Barnett: December 12
47ft *Tyne*: February 20

Penarth, South Glamorgan
D class inflatable: November 18, December 3, 10, January 4, 5 and 26 (twice)

Penlee, Cornwall
52ft *Arun*: November 13 (twice) and February 15

Peterhead, Aberdeenshire
48ft 6in *Solent*: December 3

Plymouth, South Devon
44ft *Waveney*: November 21, December 29, January 4 (twice), 16 and February 15

Poole, Dorset
33ft *Brede*: November 3 and 11
Relief 33ft Brede: January 13

Dell Quay Dory, Norfolk
December 23, 24 and January 13

Boston Whaler, Norfolk
February 10 and 16

Port Erin, Isle of Man
37ft 6in *Rother*: February 5

Porthdinllaen, Gwynedd
47ft *Watson*: November 25

Portpatrick, Wigtownshire
47ft *Watson*: January 25 and February 26

Portrush, Co Antrim
52ft *Arun*: November 14, 29, December 10 and February 16

Portsmouth (Langstone Harbour), Hampshire
Atlantic 21: November 9, 14, 17, 30, December 9, 18, 23, 29, January 1, 10, 31, February 17 and 18
D class inflatable: November 14, 17 and 30

Port St Mary, Isle of Man
Relief 52ft Arun: December 11, 21 and February 25

Port Talbot, West Glamorgan
D class inflatable: December 27

Queensferry, West Lothian
Atlantic 21: December 9, 23 and January 2

Ramsgate, Kent
44ft *Waveney*: November 3 (twice) and January 17
Atlantic 21: November 7, 11, 24, December 6, 7, 12, 17, 21 (twice) and 28

Redcar, Cleveland
37ft *Oakley*: November 13

Rhyl, Clwyd
37ft *Oakley*: November 29, December 6 and January 21

Rosslare Harbour, Co Wexford
52ft *Arun*: December 20

St David's, Dyfed
47ft *Watson*: November 17, February 3 and 10

St Helier, Channel Islands
44ft *Waveney*: December 16

St Ives, Cornwall
37ft *Oakley*: November 4, December 16, 18 and February 2
D class inflatable: November 3, 4 and 16

St Mary's, Isles of Scilly
52ft *Arun*: November 23 and January 11

St Peter Port, Channel Islands
52ft *Arun*: November 12, December 13, 22, February 10 and 17

Salcombe, South Devon
47ft *Watson*: November 2, 7 and February 22

Scarborough, North Yorkshire
37ft *Oakley*: December 16 and 17

Selsey, West Sussex
47ft *Tyne*: November 15, December 2 and 24

Sheerness, Kent
44ft *Waveney*: November 3, 15 and 23 (twice)
Relief 44ft Waveney: December 17, January 6, 7 and 11
D class inflatable: November 22 (twice), December 19, 29, January 4, 6 and 27

Sheringham, Norfolk
37ft *Oakley*: November 15

Shoreham Harbour, West Sussex
37ft 6in *Rother*: January 7, February 26 and 27

Skegness, Lincolnshire
37ft *Oakley*: November 3 and February 7

Southend-on-Sea, Essex
Atlantic 21: November 15
D class inflatable: November 23 (twice) and 24 (twice)

Southold, Suffolk
Atlantic 21: November 26 and January 24

Stornoway (Lewis), Ross-shire
52ft *Arun*: January 15, 19 and February 4

Stranraer, Wigtownshire
D class inflatable: November 19

Stromness, Orkney
52ft *Arun*: January 11 and 22

Sunderland, Tyne and Wear
47ft *Watson*: November 12, 26, February 15 and 20
D class inflatable: November 4

Swanage, Dorset
Relief 37ft Oakley: December 30, January 5 and 13 (twice)

Teesmouth, Cleveland
Relief 47ft Watson: November 13
47ft *Watson*: February 22

Tenby, Dyfed
Relief 46ft 9in Watson: November 13, December 6, 9 and 25
D class inflatable: December 9

Torbay, South Devon
52ft *Arun*: November 16 and February 14

Troon, Ayrshire
44ft *Waveney*: November 4, December 26 and February 24

Tynemouth, Tyne and Wear
52ft *Arun*: November 4, 9 and February 11
D class inflatable: December 25 and January 30

Valentia, Co Kerry
52ft *Arun*: December 17 and January 12

Walmer, Kent
37ft 6in *Rother*: December 27, 29 and February 6

Waltton and Frinton, Essex
48ft 6in *Solent*: November 17, 22, December 5, 12, January 4 and 6 (twice)

Wells, Norfolk
37ft *Oakley*: November 21

West Kirby, Merseyside
D class inflatable: November 29, January 21 and February 22

West Mersea, Essex
Atlantic 21: November 3, 21 (twice), 22, 24 (three times), December 2 and 28

Weston-super-Mare, Avon
D class inflatable: December 2 and 14
Atlantic 21: December 14

Weymouth, Dorset
54ft *Arun*: November 27, December 10, 26 and January 24

Whitby, North Yorkshire
44ft *Waveney*: November 15, 16 (three times), December 16, 26 and January 24

Whitstable, Kent
Atlantic 21: November 1 and 4

Wick, Caithness
Relief 48ft 6in Solent: November 21

Workington, Cumbria
47ft *Watson*: December 20
Relief 46ft 9in Watson: January 6 and February 1

Yarmouth, Isle of Wight
52ft *Arun*: November 27, December 24, 27 and January 21

Youghal, Co Cork
Atlantic 21: December 8, 11 and January 28

On Passage
47ft *Tyne ON 1094*: November 8



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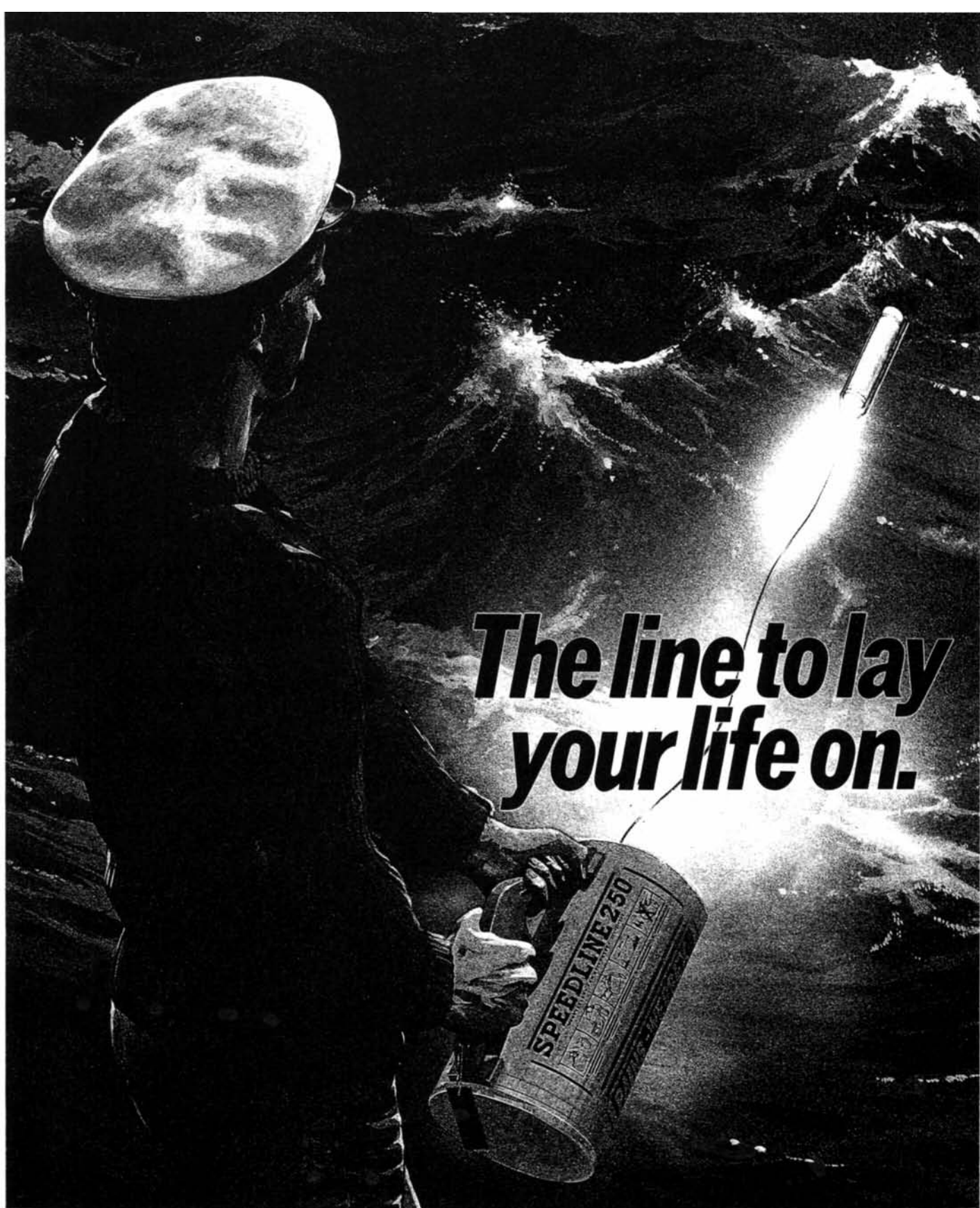
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