

# The Lifeboat



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**Autumn 1985**

30p

Helicopters: the RNLI's airborne colleagues

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#### COVER PICTURE

*Mudford's 17ft 6in twin-engined C class lifeboat leaps off a wave while on exercise. The photograph demonstrates why it is so important to be fit to man this type of lifeboat. The age limit for crews of RNLI inflatables is 45. The photograph was supplied by courtesy of Mariner Outboards.*



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*Sennen Cove's 37ft 6in Rother class lifeboat, Diana White, searches off Land's End after four schoolboys were swept from the cliffs on May 6, 1985. photograph by courtesy of Daily Mail*

### Land's End tragedy—parents' appeal

The parents of the four Buckinghamshire schoolboys who were drowned off Land's End in May have made an appeal to the public to help them buy a lifeboat. The parents have asked that the fund should be used in Cornwall as a practical memorial to the boys who lost their lives when they were swept into the sea in May.

The type of lifeboat to be provided and its location cannot be determined until the size of the fund is known. A special account has been opened at the Halifax Building Society, High Street, Slough.

### New schools film

*Lifeboats to the Rescue* is the RNLI's new schools film, reviewed on page 241. The film was made without cost to the RNLI and resulted from the rescue of advertising executive Caroline le Bas by Yarmouth lifeboat, Isle of Wight. Miss le Bas, to show her gratitude to her rescuers, gathered a number of prizes for Yarmouth station's jubilee ball, one being the offer of the services of a film crew to make a video of the winner's boat. The station asked if the RNLI could use the prize and, thanks to the generosity of dozens of people in the



film industry, many of them keen divers, water skiers and sailors, the project expanded into a 25-minute film.

*Lifeboats to the Rescue* is being used to help promote the RNLI in schools and a special worksheet about the film has been added to the RNLI Schools Pack.

### The Queen Mother's birthday

The following message was sent to The Queen Mother on her 85th birthday:

'The Committee of Management, lifeboat crews, supporters and staff of the Royal National Lifeboat Institution send loyal greetings and good wishes to their Patron, Queen Elizabeth, The Queen Mother, on the joyful occasion of her birthday.'

The reply received was:

'I am extremely touched by your good wishes on my birthday and send my very sincere thanks to you and all who joined in your message.'

ELIZABETH R.  
PATRON.



**Vice-Admiral Sir Peter Compston, KCB** (above), a deputy chairman of the RNLI and well respected chairman of the fund-raising committee has recently retired from these positions; he becomes a vice-president of the RNLI. **Mr Raymond Cory, CBE**, has been appointed a deputy chairman of the Committee of Management in his place, and **Captain John Leworthy, VRD, RNR**, takes over from Admiral Compston as chairman of the fund raising committee.

Four new members have been elected to the Committee of Management:



**President's visit:** The Duke of Kent with Coxswain Peter Bougourd aboard St Peter Port, Guernsey, lifeboat during a visit to the island in July. The RNLI's President met members of the lifeboat community and also the chairman and chief officer of Channel Islands Air Search. This voluntary organisation runs a Piper Aztec aircraft (bought by the Lions Club of Guernsey) to provide an airborne search facility over local waters. photograph by courtesy of Brian Green



**Trailer trainer:** a caravan fitted out as a classroom to provide lifeboat crews with specialist training in communications, radar plotting and navigation was presented to the RNLI by Dr Ronald Hope, Director of the Marine Society on June 27 in Poole. The caravan, costing £16,000, will be towed by Landrover to lifeboat stations all round the coast, where crews will receive instruction from an RNLI training officer. Modern lifeboats are fitted with MF and VHF radios, radar, automatic direction finding units, echo sounders and Decca Navigator. The caravan provides an opportunity for lifeboatmen to gain experience in using these aids.

## NEWS POINT

### VERY HIGH WINDS—VERY HIGH FREQUENCY

Last August was not only very wet, it was also very windy as Atlantic depression after Atlantic depression rolled in across the country. The weekend of August 9, 10 and 11 alone saw the launch of lifeboats from no fewer than 62 different lifeboat stations all around the British Isles, many of these lifeboats having to launch several times during the weekend. August is always a busy time for lifeboatmen, but particularly during such a summer, it is to yachtsmen that they have often to turn much of their attention.

However competent the crew, however well found their vessel, accidents (as those aboard *Drum England* in the Fastnet race will tell you) do happen. How many sailors found themselves, this summer, out in conditions just a little more violent than they had predicted? How many of those reassured themselves with the thought of a nearby lifeboat station, ready to

answer their call if things went wrong? Most would have taken sensible precautions against an emergency but perhaps not all are aware of the value of a VHF radio on board. Many of the larger lifeboats are now fitted with VHF direction finders which enable them accurately to locate a vessel in distress transmitting on this frequency; this cuts out fruitless and sometimes fatal hours of searching. Carrying a VHF radio is a good way of helping lifeboatmen to help you.

There must also be, incidentally, a number of yachtsmen in times of stress who, in taking comfort in the knowledge that a lifeboat is at hand, also feel a twinge of guilt that they keep forgetting to sign up for Shoreline. In 1983 it was estimated by the Ship and Boat Builders' National Federation that there were some 780,000 pleasure boats and yachts in this country; there are 116,000 Shoreline members to date. Shouldn't there be more?

**Dr R. Wilson Adam** is the RNLI's senior medical referee and deputy chairman of the Institution's medical and survival committee. He was a general practitioner in Poole from 1946 to 1983. He is chairman of the Poole lifeboat station branch and was awarded the RNLI's gold badge for long and distinguished service in 1980. **Mr John Harrison**, MBE, FCA, was honorary secretary of Shoreham Harbour lifeboat station from 1956 to 1981 and is now honorary treasurer. **Vice-Admiral R. R. Squires** served in the Royal Navy for 40 years, mainly in submarines. He retired from the Navy in 1984 and his last two appointments were Flag Officer, Submarines and Flag Officer, Scotland and Northern Ireland. **Mrs Richard Saunders** joined the RNLI's Central London Committee in 1970, was vice chairman from 1974 to 1977 and chairman from 1978 to 1981. She is a member of the fund raising committee.

### Banks staff raise £30,000

The Banks Staff Lifeboat Appeal, which started in November 1983, has raised £30,162 for the RNLI. In the autumn of 1983 a group of employees from various banks in Southampton met to devise a scheme to establish a Banks Staff lifeboat fund. Their appeal was made to each of their 350,000 bank colleagues to make a small donation to the fund with the aim of buying a new lifeboat for the RNLI. It is hoped that 1985/86 will see a further increase as more staff join in to establish the fund as a regular supporter of the RNLI.

### From rock and tempest . . .

. . . fire and foe, as the hymn *For Those in Peril* says, protect us. Lifeboatmen at Blackpool helped to extinguish a fire on the north pier on June 1 when a crew member, who is also a fireman, had a fire hose lowered to him in the inflatable lifeboat. He was able to direct a jet of water to the underside of the pier decking, helping to contain the fire which would otherwise have spread dangerously. Just up the coast at Barrow, on June 29, the inflatable lifeboat was put on standby after a local radio ham had alerted Coxswain Robert Charnley to a garbled message from a child alone on a yacht who seemed to have burned herself. Lifeboatmen passed first aid advice to the child whose parents later wrote: 'I cannot thank you all enough. My daughter was fine later and slept better than any of us and it was due to the prompt action of your crew member who told her to bathe her eyes in cold water'. The parents also enclosed a donation.

### Maud Smith and Ralph Glistler Awards

The Maud Smith Award for the most outstanding act of lifesaving by a lifeboatman during 1984 has been made to Thomas Cocking, coxswain of St Ives lifeboat, for the rescue, on January 3, of 14 men from a tug and a coaster. The Ralph Glistler Award for the most

meritorious service carried out in 1984 by the crew of a lifeboat under 10 metres in length goes to the crew of the Fleetwood D class inflatable lifeboat for the rescue, on March 23, of a man and his sailboard.



**Postage paid:** Hoylake postmaster, Mr Thorley, seems stuck on one of his postmen, Steve McGowan who is also a crew member of the Hoylake lifeboat. But rather than tear him off a strip, it's several sheets to the wind! To mark the issue of the stamps in the series 'Safety at Sea' Mr Thorley presented Steve McGowan with sheets of the 17p stamp, featuring a lifeboat. The stamps have been distributed to RNLI offices for use on correspondence. A first class gesture!



**Freemen of the City:** ten lifeboatmen and committee members of the Selsey lifeboat station were admitted to the Freedom of the City of London by the Chamberlain, Mr Bernard P. Harty, at the Guildhall, London, on Friday July 12. Colonel and Alderman Sir Ronald Gardner-Thorpe was in attendance. Last year he was present at the re-dedication of Selsey's new lifeboat, City of London. The £430,000 lifeboat was funded by proceeds from an appeal to businesses and individuals in the City of London in 1982. This was the first time that ten people have been admitted to the Freedom of the City of London at one time. Pictured above are: (l to r) Alderman Sir Ronald Gardner-Thorpe, Coxswain Michael Grant, Brian Murr, chairman, Clive Cockayne, honorary secretary, Second Coxswain George Woodland, Motor Mechanic Terry Wood, Crew Members Glyn Amis and Denny Warwick, Head Winchman and ex-Coxswain Len Lawrence, committee member, Freddie Sadler and station administration officer, Ron Carbines.



**Medical mock-up:** the rescue services' ability to deal with large numbers of survivors, many suffering the effects of burns, chemical contamination, compound fractures and other injuries was put to the test in a complex exercise off the North Devon coast in July. The RNLI medical and survival committee observed a chain of unfortunate events which was acted out with the help of the Royal Marines and junior servicemen whose rôle as 'casualties' was very convincing—thanks to some gruesome make-up. Here, less badly injured survivors board Clovelly lifeboat during the exercise which also involved a helicopter from RAF Chivenor, coastguards from Hartland, Appledore lifeboat and Ilfracombe lifeboat whose crew discovered, amongst their Royal Marine survivors, a heavily disguised Prince Edward.



**Imperial interest:** His Imperial Highness Prince Naruhito, grandson of the Emperor of Japan, paid a private visit in July to Moelfre lifeboat station on Anglesey. After meeting station and guild officials, the Prince was taken to sea in the lifeboat; he particularly enjoyed the spectacular slipway launch. Here divisional inspector for the west, Mike Vlasto, explains some of the mysteries of an RNLI lifejacket.

photograph by courtesy of Herald Newspapers

## ANNUAL MEETINGS 1986

South Bank, London, Tuesday May 13

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

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

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



# LIFEBOAT SERVICES

## East Division

### Among sandbanks

AT 1621 on Sunday March 31, 1985, a coastguard auxiliary from Brancaster reported to his Great Yarmouth co-ordination centre that he had a board sailor in sight who was in trouble. He was lying on his board, unable to reach the shore having been out for at least an hour and a half. At 1624 **Hunstanton** lifeboat crew were alerted by bleeper and within five minutes their Atlantic 21 rigid inflatable lifeboat, *Spirit of America*, had put to sea.

She was manned by Helmsman Alan Clarke and Crew Members Gerald Wase, Victor Dade and Michael Wallace. At first, still sheltered by outlying sandbanks, they only encountered a moderate sea running on to the beach despite a strong westerly breeze, force 6. Clear of the sandbanks and with the lifeboat making maximum speed towards the incident some eight miles away, speed had to be reduced at times to prevent excessive 'flying' by the lifeboat in the rough following seas.

The auxiliary coastguard, who had now driven to higher ground at Brancaster Golf Club, radioed to the lifeboat at 1640 that he had seen the board sailor close to the wreck off Brancaster. Five minutes later the lifeboat was at the fairway buoy and the surrounding sandbanks showed themselves as a mass of broken water. Conditions were at their worst around the wreck and also over the bank by the approach channel to Brancaster.

Helmsman Alan Clarke knew there was little or no depth of water in this area but he had his crew put the engines



on tilt and brought the lifeboat in slowly. The echo sounder was of little use as the water in the troughs was too shallow to register. The lifeboat passed just south of the wreck where the seas were breaking heavily with almost nil visibility in the blown spray.

Another message from the coastguard reported that the casualty had now been seen seaward of the wreck so the lifeboat turned northwards and passed as close to the wreck as possible to avoid the shallower water towards Scott Head. However, just 20 feet to the north north east of the wreck, the lifeboat grounded heavily and stuck fast. At this point Helmsman Clarke asked for helicopter assistance; it would provide a better search platform and the shallow water was making his own efforts very difficult.

The message came back that a helicopter could not be on the scene for at least an hour and because Alan Clarke knew that the board sailor could not possibly survive for that time, he decided he must continue with the search. The three crew members were stationed in the bow of the lifeboat and as each sea hit her she was driven ahead before grounding again. The lifeboat was being filled with every rolling sea. As she eventually cleared into deeper water the casualty was sighted close to starboard; he was clinging on as he lay face down on the board.

Although the weather was fine and clear, the wind was now a westerly near gale, force 7. The tide was running east at one knot and this was creating very rough short seas of eight feet which drove across the sand banks, breaking heavily, particularly in the way of the wreck. From the low level of the Atlantic 21 lifeboat continuous spray was reducing visibility almost to nil.

Alan Clarke positioned the lifeboat just down wind of the board sailor and as he was blown alongside, the crew lifted him and his sailboard into the lifeboat which then cleared to seaward. An insulated survivor's suit was put on the board sailor and because he was weak and cold the helmsman decided to land him ashore as soon as possible and not to subject him to a slow and bumpy ride back to station against a head sea.

The lifeboat was therefore run in to the beach at Brancaster Golf Club where Crew Member Wase went over the side to help the survivor ashore.

Helpers on the beach were waiting to take care of him.

At 1702 the lifeboat left the beach and returned at slow speed to station through the head sea. At 1730 she was back on her carriage and, after careful inspection of her hull and engines to make sure she was not damaged, she was re-housed, refuelled and ready again for service.

Following this service, the bronze medal was awarded to Helmsman Alan Clarke. Bronze medal service certificates were presented to Crew Members Gerald Wase, Victor Dade and Michael Wallace.

## West Division

### Salvor rescued

ON THE MORNING of Friday March 22, 1985, **St David's** 47ft Watson class lifeboat, Joseph Soar (Civil Service No 34), launched at 1022 following a report that a 40ft fishing vessel, *Miss Ali Jane*, had lost power and was close to the rocks on the west side of Ramsey Sound.

Coxswain Frederick John, at the helm, could see the fishing vessel across the sound close to the small harbour on Ramsey Island. He set a south-westerly course making allowance for the strong ebb tide which was running south at the time. When the lifeboat cleared the lee from the headland to the north of the station, she began to feel the full force of a north-westerly gale force 8. The tide was running at six to seven knots and the sea was moderate to rough but with no swell.

By 1031 the lifeboat was on scene and the coxswain discovered that the fishing vessel was at anchor, pointing in a north-westerly direction with her stern only about 20 feet away from the rocks. She seemed to be dragging and a 16ft semi-rigid inflatable boat was seen to be secured astern. (This was, in fact, a Ramsey Island vessel which the fishing boat had been salvaging from a nearby cove.)

With the fishing boat so close to the rocks, Coxswain John realised that he would have to act fast. The gale was



Hunstanton's Atlantic 21 lifeboat.

Photograph by courtesy of Eastern Daily Press



Coxswain Frederick John.



An aerial view of Ramsey Sound from the north. The Bitches can be seen as a thin line of rocks running eastwards into the sound off the island of Ramsey on the right.

Photograph by courtesy of West Air Photography

blowing northerly in this position as it funnelled down the sound and there was a moderate sea with strong tidal eddies as the lifeboat approached *Miss Ali Jane*, bow first. At the first attempt a tow line was passed. With the line secured Coxswain John manoeuvred carefully astern pulling the fishing boat and her tow into deeper water away from the rocks.

The lifeboat then stopped to allow the fishing vessel to recover her anchor and at the same time the tow line was transferred to the lifeboat's stern for the return passage. A few minutes later, when the lifeboat and tow were stemming the full force of the ebb tide about two cables north of the rocks known as The Bitches, the line between the fishing boat and the small inflatable parted. Immediately, Coxswain John brought the lifeboat and her tow round to try to intercept the inflatable which was drifting rapidly toward The Bitches. Unfortunately, the difficult manoeuvre failed because of the weather conditions and, having made the turn, the lifeboat and tow ended up stemming the tide again about a cable north of The Bitches.

Then, without consulting the lifeboat, one of the fishing boat's crew launched a small dinghy which had been stowed on deck and attempted to veer down on to the runaway inflatable which was now aground on The Bitches.

This ill-advised attempt failed and the crew member was soon forced to let go of the line from the fishing vessel because the strength of the tide was threatening to swamp the dinghy. When he tried to row into clear water, one of the oars broke and the dinghy was carried on to The Bitches by the strong tidal stream. As the dinghy struck the rocks its occupant was virtually catapulted on to them where he fortunately managed to find a grip clear of the water.

Coxswain John brought the lifeboat close to the rocks to check that the man was safe for the time being. He decided to head back to the lifeboat station with the fishing boat and then to return to the rocks to pick the man up.

At 1105 the fishing boat was secured to a buoy off the lifeboat slipway and the lifeboat's clinker built boarding boat was taken in tow so that it could be used to get the man off the rocks. Back at The Bitches Coxswain John brought the lifeboat round to the lee side of the rocks and the boarding boat was rowed in to pick the man up.

When he was safely aboard the lifeboat, Coxswain John steered toward the inflatable which had by now washed over the rocks and recovered it about a mile and a half south of Ramsey Island. A sharp lookout was also kept for the dinghy which had been launched from the fishing vessel but there was no trace of it.

At 1300 the lifeboat returned to station and by 1315 she was rehoisted, refuelled and ready for service.

The thanks of the Institution inscribed on vellum were awarded to Coxswain/Mechanic Frederick John following this service. Framed letters to thanks signed by the Duke of Atholl, the Institution's chairman, were sent to Crew Members David Chant and Jeffrey Thompson for the part they played in the boarding boat when the man was taken off the rocks. Vellum service certificates were presented to Acting Second Coxswain John Phillips, Assistant Mechanic Edward Bateman, Second Assistant Mechanic David Bateman and Crew Members Norman Rowley, Michael Morris and Alan Evans.

## South East Division

### Hovercraft accident

At 1614 on the afternoon of Saturday March 30, 1985, the cross-channel hovercraft, *Princess Margaret*, radioed to Dover port control that she had collided with the breakwater on entering the harbour. It was cloudy with drizzle, there was a strong force 6 to 7 breeze blowing and eight to ten foot

swells were running into the western entrance to the harbour.

A minute later the maroons were fired and at 1622 the relief 52ft Arun class lifeboat, *A. J. R. and L. G. Uridge*, on temporary duty at Dover, slipped her moorings in the western tug haven and headed at full speed for the outer harbour with Coxswain Tony Hawkins in command. During this short passage the Y class inflatable, carried on board the lifeboat, was made ready for launching and when the lifeboat reached the hovercraft at 1626 it was placed in the water. The two A frames for recovery from the water were also rigged and swung out in readiness.

There was a 50-foot gash in the hovercraft's starboard side reaching inboard to the starboard car-deck bulkhead and starting from a point about 15 feet forward of the stern. Wreckage from the side of the hovercraft, lifejackets, liferafts and seats were floating down-wind and the tug *Dextrous* and two motor launches *Darg* and *Denise* began to work in this area, searching for survivors. All four engines of the hovercraft were stopped and she had no skirt lift. People could be seen in the water among the flotsam and others were perilously perched in their seats over the damaged area. The hovercraft's crew were seen to be attending the injured and moving people forward.

Coxswain Hawkins immediately requested his two crew members aboard the Y class boat, Michael Abbott and Robert Bruce, to take it into the wrecked area inside the hovercraft. He then brought the lifeboat alongside, her bow pointing towards the hovercraft's stern, securing her with a single head rope. Five people could be seen in the water among the wreckage and in order to help them into the strops from the lifeboat's recovery frames, Crew Member Robert Bruce entered the water.

A fractured fuel line on the hovercraft filled the whole area with kerosene and very strong fumes were affecting everyone in the vicinity. Rescue work was also hampered by an inflated life-raft, jammed within the wreckage and the whole area was a mass of tangled alloy with razor sharp projections. However, by 1632, the five people, all male, one of whom was severely injured and another very elderly, had been taken on board the lifeboat by way of both the Y boat and the strops.

The second officer of the hovercraft was among those taken aboard the lifeboat after he too had entered the water to assist in the rescue. He then began resuscitation on the injured man who was unconscious and lifeboat crew member Alan Barker and Second Coxswain Roy Couzens carried out cardiac massage. The remaining survivors, all of whom were suffering severe shock and the effects of cold, were wrapped in blankets.

The lifeboat headed at full speed towards the tug haven where other lifeboat crew members, ambulance and





The relief 52ft Arun class lifeboat, A. J. R. and L. G. Uridge, alongside the stricken hovercraft. The Y boat is in the foreground. Photograph by courtesy of C. P. Nelson

policemen were waiting to take care of the survivors. While they were being taken off the lifeboat, the tug *Dextrous* and the two harbour launches recovered eight people and one body from a drifting liferaft and, together with the Y boat, were examining floating wreckage and lifejackets.

Back at the hovercraft at 1645, the lifeboat was asked to run a line from the hovercraft to the Prince of Wales pier to stop her drifting across the harbour. With the help of the Y boat, the full length of the lifeboat's towing and mooring lines was quickly used to secure the hovercraft which had been threatening to drift beyond the reach of any available mooring rope and on to a dredger which was anchored in the harbour.

The hovercraft's master then asked for a full evacuation and the lifeboat drew alongside the starboard midships and forward doors and took off sixty people who had been on the damaged side of the hovercraft. One of these passengers was on a stretcher and the rest were suffering from cuts, bruises and shock. All the time a five to six foot swell was moving the lifeboat as she lay alongside.

As the lifeboat drew away to off-load the passengers, *Dextrous* moved alongside and took off a further 185 people. By 1725 the lifeboat had landed her first load and returned to her position alongside the hovercraft to take off the 115 passengers that were left. They were landed at 1806 and a final trip was made to take the eight cabin staff ashore.

Finally, the lifeboat was requested to act as a steering tug to help *Dextrous* tow the hovercraft to its landing pad. As the water shallowed, the tow was disconnected, the hovercraft gave a final thrust on two of her engines and, steered by the lifeboat, she was safely berthed at 1845.

The lifeboat returned to station and was ready for service at 1935. Later that

evening she launched again to search an area outside the harbour and to the east for two people who were presumed still to be missing. Nothing was found.

Following this service, a framed letter of thanks, signed by the chairman of the RNLI, the Duke of Atholl, was sent to Coxswain Anthony Hawkins, his crew and the RNLI shore party. Captain Stephen Parsons and the crew of the tug *Dextrous*, Mr Mike White and the crew of the launch *Darg* and Mr Ivor Eason and Mr John Pearce of the launch *Denise* also received framed letters of thanks from the chairman.

## West Division

### Rope round propeller

LATE IN THE AFTERNOON of Friday November 30, 1984, the honorary secretary of **Fishguard** lifeboat station was contacted by Milford Haven coastguard to be told that a 33ft fishing vessel, *Oneida*, had a rope round her propeller and was being driven on to rocks under Dinas Head.

Maroons were fired and at 1711 the relief 52ft Arun class lifeboat, A. J. R. and L. G. Uridge, on temporary duty at Fishguard, slipped her moorings and headed out on service under the command of Coxswain Francis George. With the lifeboat clear of the breakwater, a course of north east by east was set towards Dinas Head.

The wind was south-south-easterly, gale force 8, gusting to severe gale force 9 and the sea, clear of the harbour, was rough with a low confused swell. The tide was in the last hour of ebb, setting to the west. Coxswain George who was in VHF radio contact with the fishing vessel confirmed her exact position under Dinas Head and was also told that she had three anchors out and that she was surrounded by lobster pot marker buoys.

Two coasters, *Union Gem* and *Union Emerald*, had been sheltering in Fishguard harbour, but on hearing *Oneida's* distress call, had put to sea to her aid. They arrived first off Dinas Head and found the fishing vessel almost up against the cliff face and far too close in for them to be able to help. A Sea King helicopter from RAF Brawdy also arrived just before the lifeboat but because of the severe turbulence created by the gale force winds and the steep cliffs, it could not get near the fishing vessel.

A request from the lifeboat coxswain to the helicopter to illuminate the casualty had also to be turned down as it was too dangerous for the aircraft to hover anywhere near the fishing boat. However, the master of the *Union Gem* offered to light up the scene from seaward and did so to good effect.

When, at 1724, the lifeboat reached the fishing boat, she was just a few yards from the cliff face amongst pot marker buoys and with three warps streaming to seaward over her starboard bow. Wind and sea were confused because of the severe turbulence caused by the cliffs and the gale force offshore wind blowing over the top of them.

Having carefully considered the situation, the coxswain approached *Oneida's* stern and a line was passed from the bow of the lifeboat at the first attempt. Two of the fishing vessel's three anchor warps were then recovered. Her skipper suggested slipping the third which was leading astern but Coxswain George advised him not to as he did not want to add to the amount of loose cordage in the water.

While the three anchor warps were being recovered, the coxswain continually used both helm and engines to maintain his position in the very confined available space. All the time he had to consider the pot marker buoys in the water, a reef running out to the west and the confused sea conditions.

By 1728 all the anchors had been recovered and the lifeboat was skilfully manoeuvred clear of the cliffs stern-



Coxswain Francis George. Photograph by courtesy of Western Telegraph



first, towing the casualty into deeper water. Then the tow line was transferred to the lifeboat's stern and passage back back to Fishguard harbour began at slow speed.

With the tow safely under way the coasters *Union Gem* and *Union Emerald* left the scene to return to Fishguard harbour. The helicopter, too, which had been standing off, also set off back to Brawdy. Just as the lifeboat was entering harbour, at 1820, she lost power on her port engine. The weather made it very difficult for the coxswain to manoeuvre the lifeboat and tow on only the starboard engine; however, ten minutes later, *Oneida* was safely secured to her own mooring inside the harbour. Her crew of three were landed at the lifeboat slipway and the lifeboat returned to her mooring in the outer harbour as the coxswain decided it would be too risky trying to enter the pen on only one engine. An oil pipe failure was the cause of the engine trouble and this was replaced the next day to put the lifeboat back on full service.

A framed letter of appreciation, signed by the chairman of the RNLI, the Duke of Atholl, was sent to Coxswain Francis George for his part in this service and letters of thanks signed by Rear Admiral W. J. Graham, director, were sent to Second Coxswain David Mortimore, Deputy Second Coxswain Keith Bean, Motor Mechanic Christopher Williams, Emergency Mechanic Roger Strawbridge and Crew Member Nigel Tyrrell for their teamwork on this occasion. A further letter, signed by the director, was sent to the owners of *Union Gem*, passing on the Institution's appreciation for their help during the service.

## South West Division

### Angler in the water

WHEN, on the evening of Friday November 30, 1984, Mr Michael Morris, honorary secretary of Newquay (Cornwall)

lifeboat station, was informed that a sea angler had fallen off the rocks at the western end of Fistral Beach, he assembled the crew before ordering the lifeboat to launch.

Conditions for launching a 17ft 6in C class inflatable lifeboat were marginal; it was dark, there was a strong southeasterly breeze, force 6, a moderate sea and three foot swell outside the harbour. After consideration he decided, however, that the lifeboat could and should launch and at 1836 the twin-engined inflatable lifeboat left the harbour slipway manned by Helmsman David Snell and Crew Members Wayne Martin, Christopher Pearce and Paul Rockall.

She was driven at full speed on a northerly course to round Old Dane rock, then headed north west to round Towan Head and finally turned south west outside the surfline to a position off East Pentire. The wind was still southeasterly force 6 with a moderate sea and eight foot breaking surf becoming confused towards the rocks off East Pentire.

Helmsman Snell steered the lifeboat through the surf and began to search an area below which the coastguard cliff rescue team were positioned and which was being illuminated by flares.

The helmsman then caught sight of the man in the water some 50 yards from the cliff face and among numerous outcrops of rock. He steered towards him and, just as the lifeboat was turned to face the oncoming surf, her crew pulled the man from the water. Immediately the lifeboat headed out seaward to clear the surf.

The crew began to administer first aid to the man who was suffering from shock and hypothermia. He was made as comfortable as possible while the lifeboat made full speed back to station. Crew members were concerned for the casualty as he appeared to lose consciousness and his pulse could not be felt. At 1900, back inside the harbour, the man was given oxygen and then taken to hospital by ambulance. The lifeboat was refuelled, rehoused and ready for service again at 1920.

For this service a framed letter of appreciation, signed by the Institution's chairman, the Duke of Atholl, was sent to Helmsman David Snell and Crew Members Wayne Martin, Christopher Pearce and Paul Rockall.

\* \* \*

*Stephen Quayle, 19, the casualty in this service later gave an account of his rescue to the police. This is the incident from the survivor's point of view.*

On Friday November 30, 1984, I went out fishing with my father and his friend Dave Roach. We left home at about 4 pm and went to the rocks on the western end of Fistral Beach. We parked the car at the end of Esplanade Road, Newquay, and climbed down to the rocks about 200 yards away.

I was dressed in wellington boots, two pairs of socks, a pair of leg warmers, pair of jeans, waterproof leggings, T shirt, shirt, sweat shirt, body warmer and an anorak.

It was not raining but overcast. There was a strong southerly, offshore wind blowing. We set up our tackle and started fishing at about 5 pm. I stood between my father and Dave about 20-30 feet above the water. I had lost a number of hooks and weights. At about 6 pm my line became jammed again by the waterline.

The sea at that time was fairly flat, although there had been big waves coming in. I decided to climb down to try to release the line. As I was leaning over, I happened to look up and saw a big wave coming towards me. It was like a wall of water. I crouched down into a ball, hoping that the sea would go over me.

The next thing I knew I was being thrashed around in the sea near the rocks and decided to swim away from them. I started to shout, then I heard father and Dave shouting back. I could see their flash-lights as they were climbing down the rocks. I saw Dad cast his rod and felt the line drop over my head. I caught hold of the line and wrapped it around my hand. I was too anxious to get back and pulled and broke the line. I then started to drift, I tried to swim for shore, but the sea pushed me back.

I then saw more lights appear on the cliff and a lot more shouting. I could see I was drifting outwards. I decided to tread water. My boots filled with water and I kicked them off. My jacket was also very heavy and the hood kept coming over my head, but I couldn't get it off. I could feel an air pocket in my trousers near my thigh. I saw a flare go up from the rocks and I kept seeing these big waves coming in. I would duck under them to pop up behind; behind they dragged me down. I tried several times to shout back ashore.

I don't know how long I was in the water, but I remember I started to panic and shout, as I was very cold and had been in the water a long time.

All of a sudden what seemed like a red log appeared in front of me, and a hand came over and grabbed me. I realised it was the lifeboat. I have never been so pleased to see anyone. I was pulled on board and I remember vomiting. They lay me down in the middle and wedged me in with their legs. I remember hitting my head a number of times going through the rough sea, and I was vomiting.

The next thing I remember was being lifted from the boat onto the beach and given oxygen. Then I was put in an ambulance, and taken to hospital at Truro. I was very cold, in fact numb. They warmed me up in hospital



Newquay's 17ft 6in C class lifeboat.

Photograph by courtesy of B. S. White

and Mum and Dad arrived and I was taken home at about 10 pm.

I cannot thank the lifeboat crew enough for rescuing me. I know that the sea was very big but I never gave up hope, and I knew they would try to get me. They did a great job in a difficult sea.

## Scotland North Division

### Engine failure

IN A STRONG north-north-easterly gale, force 9, and snow showers, the skipper of the Fraserburgh fishing vessel, *John Scott*, contacted Shetland coastguard at 1945 on Wednesday April 24, 1985 to report that his engine had failed and he was drifting towards the shore, one and

at 2206 and a tow was soon established. Meanwhile *Accord* had cleared her propeller and was standing off. The tow first headed out to sea, clear of the shore, and then turned south towards Balta Sound harbour.

Lerwick lifeboat had by now been on passage for some three hours heading into the force 9 strong gale with snow showers, a rough sea and 15ft swell. At Lamba Ness the lifeboat waited, dodging the seas, while the tow rounded the north east tip of Unst. She then escorted the two fishing vessels safely into Balta Sound.

At 0012 on April 25 the lifeboat began her long passage back to Lerwick at full speed. She arrived back at 0230, some six and a half hours after setting out. Since



Lerwick's 52ft Arun class lifeboat, *Soldian*, exercising with H.M. Coastguard's rescue helicopter, based at Sumburgh. Photograph by courtesy of Mrs McKewan, Bressay

a half nautical miles north north east of Muckle Flugga off the northern tip of Unst, the most northerly of the Shetland Isles.

The honorary secretary of Lerwick lifeboat was informed and by 1957 the station's 52ft Arun class lifeboat, *Soldian*, was heading out on service, Coxswain Hewitt Clark at the helm. The lifeboat immediately encountered the north-north-easterly gale, force 8, and a moderate sea. She was able to maintain full speed, however, until she reached Funzie Ness when the coxswain had occasionally to adjust his speed for the larger seas.

At 2040 a coastguard helicopter which had also gone to the aid of *John Scott* arrived on scene. The fishing vessel was streaming her trawl doors which appeared to be holding her in position. Another fishing vessel, *Accord*, which had been close by was now approaching the casualty and on arrival, at 2123, passed a towline to *John Scott*. Four minutes later the tow parted, partially fouling *Accord's* propeller. This forced her to stand off to try to clear it.

The fishing boat *Radiant Way*, also in the vicinity, was now steaming towards the casualty to help. She was alongside

she came on station in 1978 this was the furthest north *Soldian* had been called upon to operate.

Following this service a letter of appreciation, signed by the director, Rear Admiral W. J. Graham, was sent to Coxswain/Mechanic Hewitt Clark, Acting Second Coxswain Ian Fraser, Assistant Mechanic Peter Thomson and Crew Members Alexander Lamont, Richard Simpson and Ian Anderson.

## East Division

### Tow across the bar

THE HARBOUR MASTER at Southwold, Roger Trigg, who is also senior helmsman of the town's Atlantic 21 rigid inflatable lifeboat, *The Quiver*, was contacted by the fishing vessel *Blyth Spirit* on the evening of Thursday January 24, 1985. She was at anchor one mile north east of Southwold harbour having suffered engine failure caused by contaminated fuel. A strong breeze, force 6, from the south south west was blowing and the sea outside the harbour was moderate to rough with broken water over the harbour bar. Visibility

was fair and the tide was running south, three and a half hours before high water.

At 2022 Southwold lifeboat, manned by Helmsman Roger Trigg and Crew Members Jonathon Adnams, Timothy Helmer and Stephen Borrett, launched and headed for the fishing boat at maximum possible speed. Clear of the harbour bar the helmsman set a course to the north east and, despite the darkness, located *Blyth Spirit* without difficulty.

She was lying to her anchor, head to the north as Helmsman Trigg laid the Atlantic 21 alongside so that two of his crew could board her to assess the situation. The lifeboat then stood off. Soon the two lifeboat crew members reported that there was no chance of re-starting the fishing boat's engine and that she needed to be taken in tow.

Running back alongside the casualty to take his two crewmen off, Roger Trigg then headed back to the mouth of Southwold harbour to see if it would be possible to tow the fishing boat in. At the harbour entrance the lifeboat crew fired parachute flares to light up the area which revealed heavy breaking seas on the bar. They decided, nonetheless, that it would be possible to tow *Blyth Spirit* into harbour and so returned to where she lay at anchor.

Reaching her at 2059, the lifeboat crew passed a tow line without difficulty. Then, while the fishing boat recovered her anchor, Helmsman Trigg manoeuvred the lifeboat in such a way that both boats were held head to tide and the weight was taken off *Blyth Spirit's* anchor warp.

The tow headed for the harbour with the lifeboat helmsman steering clear of the broken water over the shoals close to the entrance. The light on the south pier of the harbour had gone out and therefore, so that he could see the entrance and also avoid the badly broken water over the bar, Helmsman Trigg fired more parachute flares.

The southern end of the pier was



Helmsman Roger Trigg. Photograph by courtesy of Eastern Daily Press



cleared and the lifeboat then made up into the tide towards the north pier head so that the tow would not foul the south pier. By 2137 the two boats were safely back inside Southwold harbour and the lifeboat was rehoused and ready again for service at 2205.

Following this service a letter of appreciation, signed by the chief of operations, Cdr Bruce Cairns, was sent to Helmsman Roger Trigg and Crew Members Jonathon Adnams, Timothy Helmer and Stephen Borrett.

## Ireland Division

### Fishing boat overdue

THE FISHING VESSEL, *Fortune Hunter*, expected to arrive at Ventry, Co Kerry at 1600 on the afternoon of Saturday January 12, 1985, had still not appeared by 1930. The police telephoned the honorary secretary of **Valentia** lifeboat station saying that the vessel's owner was now very concerned about the safety of the three crew members aboard, and maroons were fired to summon the lifeboat crew.

The weather was fair when Valentia's 52ft Arun class lifeboat, *Margaret Frances Love*, set out at 1950 with



RNLB *Margaret Frances Love*.

Coxswain Sean Murphy at the helm. A moderate breeze from the south east was blowing and the sea was choppy as the lifeboat began her search. *Fortune Hunter*, which had no radio on board, had left Cromane at 0130 and Coxswain Murphy therefore decided to search first in the Ventry area, then to work back along the coast of the Dingle peninsula.

They eventually found the fishing boat disabled and in dangerous shallow water close to a cliff face to the east of Bull Head. The wind was now gusting to strong breeze, force 6, but the lifeboat was able to pass a tow line and the fishing boat was towed clear and taken to Dingle.

Leaving Dingle at 2255 the lifeboat returned to station where she was re-moored, ready again for service, at 0130

the following morning.

A letter, signed by Cdr Bruce Cairns, chief of operations, was sent to the honorary secretary of Valentia lifeboat station asking him to thank Coxswain Sean Murphy and his crew for their efficiency during this service.

## South West Division

### Yacht saved

BRIXHAM COASTGUARD contacted **Exmouth** lifeboat station on the morning of Friday June 21, 1985 with the news that a yacht was in difficulties one mile off shore to the east of Sidmouth. Six minutes later, at 1046, the station's 33ft Brede class lifeboat, *Caroline Finch*, slipped her moorings and headed out to sea under the command of Second Coxswain Timothy Mock. A near southerly gale, force 7, gusting to gale force 8 was blowing with rough seas and an eight foot swell.

By 1118 the lifeboat had reached the yacht, a 40ft ketch, *Vamoss II*, which was now only a quarter of a mile from the shore. Unable to sail against the strong onshore wind and with her auxiliary motor out of action because of water in the fuel, she was being driven ashore in very rough seas and heavy swell.

The yacht had a steel hull with protrusions from her gunwales on each side. To go alongside would risk severe damage to the lifeboat. Acting Coxswain Mock decided instead to make a run under her bow and at the first attempt a line was successfully passed and made fast to the casualty.

The tow back to Exmouth began but after half an hour, at 1203, the line parted some two miles south south east of Sidmouth. Ten minutes later, with the help of the heaving line, the tow was reconnected.

By 1310 the lifeboat reported that she was off Exe Fairway buoy. But when Timothy Mock saw the conditions on the bar he knew it would put both lifeboat and yacht at risk if he continued over it to Exmouth. He therefore



RNLB *Caroline Finch*.

decided to steam to Brixham, making first for Teignmouth and then turning south towards Brixham. This route gave him more shelter than the one directly across the bay.

Seas were still heavy and at times the after ends of the yacht's bilge keels could be seen from the lifeboat, right out of the water. Brixham coastguard were asked to arrange medical assistance to await the arrival of the two people on board the yacht as they appeared to be suffering from exhaustion and sea-sickness.

At 1520 the casualty was brought safely alongside in Brixham harbour. The lifeboat crew were given a welcome cup of tea and at 1645 set out again to return to Exmouth. She arrived back at 1733 and after refuelling and being hosed down, she was placed back on her moorings, ready again for service at 1749.

A letter, signed by Cdr Bruce Cairns, chief of operations, was sent to Second Coxswain/Mechanic Timothy Mock, passing on the Institution's warm appreciation to him and his crew for their actions during this service.

## West Division

### Sail board in trouble

AT 1553 on Wednesday, November 21, 1984, the honorary secretary of **Aberystwyth** lifeboat station was informed by Milford Haven coastguard that a board sailor was in trouble just outside the mouth of Aberystwyth harbour. The honorary secretary replied that the lifeboat would launch immediately and gave instructions for the maroons to be fired. At 1540 Aberystwyth's 17ft 6in C class inflatable lifeboat launched, manned by Helmsman Thomas Ridgway and Crew Members Alan Blair and Martin Porter.

The weather was cloudy with a south west wind of force 5. It was two and a half hours after low water springs and the flood tide was against a fast flowing river, swollen by flood water. The lifeboat was launched into the harbour and headed for the entrance. On passing through the entrance the helmsman went partly over the bar before turning to starboard towards the board sailor.

He was seen to be sitting on his sailboard which had been dismasted. He was facing out to sea and drifting approximately 30 yards from the jetty. By his movements he appeared to be physically fit and he was wearing a full wet suit and buoyancy aid.

The wind was still south west force 5. The incoming tide was against the flood water coming out of the river, causing the sea to break across the harbour entrance. There was a heavy, regular ground swell approaching the coast from the south west which was striking the concrete apron and wooden jetty

*continued on page 249*





photograph by courtesy of RNAS Culdrose

## COLLEAGUES FROM THE SKY

Following a recent visit to the West Country, *Georgette Purches*, assistant public relations officer for the RNLI, explains the organisation behind the RAF and Royal Navy helicopter rescue services. She was also in the right place at the right time to witness an exciting and successful cliff rescue.

'THIS COUNTRY NOW POSSESSES the most comprehensive maritime and coastal search and rescue service anywhere outside the the United States.' This confident assertion was made by David Mitchell, Parliamentary Under Secretary of State for Transport in an answer to a Commons question about HM Coastguard's ten-year modernisation programme which is nearing completion. As well as reflecting his confidence in the coastguard service, the Under Secretary's statement pays tribute both to the modern efficiency of the RNLI and to the search and rescue work undertaken by the aircraft of the Royal Navy and Royal Air Force.

A growing number of today's successful sea rescues are carried out by lifeboats and helicopters working

together, many aspects of which were discussed in the autumn 1984 issue of *THE LIFEBOAT*, and examples of which appear time and again in this journal's accounts of lifeboat services. The helicopters used for search and rescue around our shores are extremely expensive to run and within the United Kingdom it is largely upon the resources of the Ministry of Defence that lifeboatmen depend for their airborne colleagues. In the Republic of Ireland the Army Air Corps is responsible for airborne search and rescue and is co-ordinated through the Marine Rescue Co-ordination Centre at Shannon.

The Royal Air Force and the Royal Navy provide rescue facilities primarily for all military and civilian aircraft in distress within United Kingdom air

space. Helicopters, however, also provide assistance to any vessel in difficulty within UK waters and special help in cases of civil distress such as heavy snow, floods, medical emergencies, and cliff or mountain rescues.

### Rescue Co-ordination Centres

UK air space is divided into two search and rescue regions, each controlled by a Rescue Co-ordination Centre fully equipped with extensive communications. The country is roughly divided by a line from the Wash to Anglesey with the northern half's RCC at Pitreavie, near Edinburgh, and the southern at Mount Wise, Plymouth. Each RCC liaises with HM Coastguard's Marine Rescue Co-ordination Centres (MRCC), air traffic control centres, satellite control centres and various overseas centres, within or on the edges of their coverage. Plymouth, for example, liaises with centres in Canada, America, Ireland, France, Spain and Portugal as well as UK co-ordination centres.

Each centre is manned 24 hours a day by a team of RAF personnel. The Squadron Leader or Flight Lieutenant and Warrant Officer are specialists, having made their careers in search and rescue. Their difficult task is firstly to decide that a helicopter or aircraft is needed and then to co-ordinate and control its use. Squadron Leader John Murrow, at Plymouth RCC, explains the necessity to question the use of a helicopter in some incidents. Limited resources and high costs mean that a helicopter should only be used in cases of 'immediate life saving', in other words where lives would be endangered or lost without the speed of a helicopter. If other means, such as lifeboat or cliff rescue teams are available and do not add to the risk because of any time delay, then they should be used.

He dreads the day that a helicopter has to be pulled out of one rescue to attend another because of a greater number of lives involved. It is a difficult, discerning rôle which sometimes leads to unpopularity with the air crews who are sitting, eager to be off on a job, but one that is vitally important if a helicopter is to be available fast and in the right place at the right time.

The RCC at Plymouth is also the UK controller of messages from space satellites which detect and locate transmissions from emergency beacons (SAR-SAT/COSPAS). The two satellites transmit every 90 minutes to Toulouse which then passes any messages for northern Europe to Plymouth, who, in turn, either take necessary action or pass on the information to a relevant centre.

Occasionally confusion reigns. The man who 'borrowed' a lifejacket, complete with one of these emergency beacons and stowed it away on top of a wardrobe in deepest Midlands, received a rude awakening from his local police, who, themselves, had been reluctant to



A Sea King helicopter of the RAF.

believe hysterical alarms from a piece of technical wizardry miles high in the sky, pinpointing a maritime incident in an area as far from the sea as possible. It took a lot of persuasion, says Squadron Leader Murrow, but eventually the police obtained a confession and the beacon which had been knocked into the 'on' position was switched off.

The RCC's have both Sea King and Wessex helicopters at their disposal, as well as one long range Nimrod aircraft. They are located at:

#### Northern Area

RAF Kinloss	—	Nimrod
RAF Lossiemouth	—	Sea King
RAF Leuchars	—	Wessex
RNAS* Prestwick	—	Sea King
RAF Boulmer	—	Sea King
RAF Leconfield	—	Wessex

#### Southern Area

RAF Valley	—	Wessex
RAF Coltishall	—	Sea King
RAF Manston	—	Wessex
RNAS Lee-on-Solent	—	Wessex/ Sea King
RNAS Culdrose	—	Wessex/ Sea King

Ilfracombe's 37ft Oakley class lifeboat, Lloyds II, exercising with a Wessex from RAF Chivenor.



photograph by courtesy of the Ministry of Defence

RAF Chivenor	—	Wessex
RAF Brawdy	—	Sea King

\*Royal Naval Air Station

The Nimrod can also be located at other bases around the UK and is at one hour's readiness both day and night. The Sea Kings can be airborne in a maximum of 15 minutes during the day and 45 minutes at night. Wessex do not normally operate at night because of their limited hover capability but are on 15 minutes readiness during the day. Each station has one helicopter at readiness with another prepared to come to standby if required. Air support is very expensive. One hour's flying time of a Nimrod costs £11,000, a Sea King, £3,800 and a Wessex £3,500.

The Royal Naval SAR helicopters are funded by the Department of Trade and Industry on a charge basis, each time they are called out to a civilian casualty. Royal Air Force helicopters are budgeted for out of RAF funds.

RAF personnel join SAR flights, specialise in SAR and probably stay in that rôle for the rest of their careers, possibly ending their time as controllers at an RCC. Royal Navy personnel take their turn at SAR as part of the many tasks carried out by helicopter. The normal appointment is for two years but air crews may carry out many other tasks with a requirement to complete a number of SAR operations or exercises every few weeks. The diver in a Royal Navy SAR crew is special to the Navy because of the possible need for a man to enter the water to carry out rescues to ships or boats.

The difference between the two types of helicopter is also marked; the Sea King is full of electronic gadgetry which

includes a doppler system enabling it to hover, descend to a pre-set height, and hover again. This allows the pilot to carry out rescues in the worst conditions and total darkness.

The Wessex is a very much more basic, 'seat of the pants' machine but no less remarkable in its activities and renown. Two of the types operated by the Navy are detailed in the table at the bottom of the page.

#### Profile of an air station:

##### RNAS Culdrose

HMS Seahawk was commissioned in 1947 at Culdrose, near Helston on the Lizard peninsula, initially as the Naval Air Fighter School, but in 1953 as the centre for operational anti-submarine and observer training. Today Culdrose has over 3,000 officers and men and is the largest helicopter base and air station in the UK. Culdrose is home for four Sea King Squadrons when they are not at sea, and also contains many naval schools such as the RN School of Meteorology and Oceanography. It is also tasked with search and rescue operations for the south western approaches.

Commander Air ('Wings') is responsible for the air world and is justifiably proud of his pilots and aircrews, particularly in their SAR rôle. His pride, competence and professionalism is mirrored by Lt Mike Holloway, the commanding officer of 806 (Sea King) Squadron, who is only too pleased to display the mass of electronics that make the Sea King a deadly hunter in one rôle and a miraculous life-saver in another. Sea Kings take over at night and are at 90 minutes readiness. During the day they can be made available as necessary. One

	Sea King (HAS 2)	Wessex (HU 5)
Crew	2 pilots, 1 observer	1 pilot, 1 aircrewman, 1 diver
Length	17.01 metres	14.14 metres
Weight	9,300kg	6,120kg
Range	600 nautical miles (100 nautical miles search)	270 nautical miles (90 nautical miles search)
Endurance	4 hours	2.25 hours
Max speed	112 knots	132 knots
Cruise speed	100 knots	121 knots
Survivors	12	7



Flight crews, back-up teams and equipment on display at Culdrose, including a Wessex (l) and Sea King (r).  
photograph by courtesy of RNAS Culdrose

Wessex is on 15 minutes readiness from dawn to dusk, 4 am-10.30 pm at the height of summer. Each crew of three is on an eight hour watch.

Behind each of the squadrons is an extensive support system. An operations room is alert to any incident in the air or at sea and the control tower keeps a close watch on the airfield. Radar plotters, radio operators, meteorological observers and officers, fire crews and aircraft handlers make up the operational personnel and there is an immense system of stores, workshops and hangars. In turn, the operators' needs are catered for with galleys, accommodation, administration, sports facilities, medical centres and churches. Acres of ground and buildings go to make up the base which is a hive of activity at all times.

### A rescue for real

During my visit to Culdrose I was kitted out in coveralls or the 'goon suit' (complete with rubber feet), helmet and throat microphone, lifejacket and enormous boots and took off with the Wessex SAR crew of the day to do an exercise with Falmouth's 18ft 6in McLachlan class lifeboat. Lt John Miko, on exchange from the US Coastguard was the pilot, R. Thode, on exchange from West Germany, aircrewman and Chief Petty Officer 'Smiler' Grinny of the RN, diver. Although the back of a Wessex is quite

spacious, a stretcher and first aid kit on the floor took up quite a lot of the space. I was attached to a lead from the roof once we had taken off so that I could move about without falling out of the machine. Throat mikes distorted the sound of my own voice and the disembodied voices of the crew and the conversations with Falmouth Coastguard echoing inside the helmet were disorientating. Only the feet of the pilot could be seen in his eerie above us.

We rendezvoused with the lifeboat and down went the diver 'Smiler' into the McLachlan, making sure that an extra piece of harness hit the lifeboat before anyone could grab it because of the enormous static that builds up. Lifeboatmen have received severe shocks from grabbing hold of a descending aircrewman from a Wessex and Sea Kings also generate quite a high level of electricity.

The helmsman was responsible for keeping the lifeboat under the hovering helicopter and manoeuvring in to meet the descending person. When exercising with larger lifeboats the helicopter pilot will manoeuvre around the lifeboat.

When my turn came, I sat with some trepidation on the sill of the open door. The aircrewman helped me put my arms through the loop of the strop. I gave him the thumbs up and found myself suddenly swinging gently in space. Surprisingly the strop was most comfortable and the descent was smooth and easy. The McLachlan was almost hidden by my enormous boots and I was unable to control where I would land. 'Smiler', however, knew just what to do and with skill born from long hours of practice grabbed my boots and guided my feet into the tiny well in front of the lifeboat's console. We quickly released the strop and I grabbed the handrails of the fiercely bucking McLachlan. I watched as another crew member was lifted into the helicopter and then returned to the lifeboat.

I thanked the coxswain and crew for their help and moved forward to await the strop. I expected to experience an enormous jerk when pulled aloft again, but once more was surprised how smoothly I was plucked from the lifeboat. Within seconds I was level with the door where Aircrewman Thode turned me round so that I could be sat, once more, on the sill. Up came 'Smiler' and we turned for home. The combined skill of pilot, aircrewman and lifeboat helmsman made the operation seem very simple.

All this time the radio had been tuned to Falmouth Coastguard and we overheard them talking to a coastguard mobile near

Newquay about a man who had fallen over a cliff. Hearing that they were considering requesting a helicopter, the pilot asked 'Smiler' to talk to them and offer assistance. This he did and seconds later, having cleared our involvement with the RCC at Plymouth and Culdrose, we turned north east at maximum speed. Fifteen minutes later we were skimming along the cliffs of the north coast and saw a cluster of people, a coastguard mobile and an ambulance. The cove into which the man had fallen was narrow and with a 30 knot wind coming straight off the cliff, the turbulence below the cliff was a serious hazard. John Miko hovered about 12 feet above the cliff and the diver, 'Smiler', was lowered with a Neil Robertson stretcher on to the cliff top. He then began to descend the cliff, picking his route down the precipitous and shaley ground with care. An overhang caused some difficulty but otherwise, although it looked terrifying, the descent was straightforward. The man could be seen lying at the foot of the cliff with two people sensibly leaning over him to protect him from the rock and debris blown down by the rotors.

Releasing the wire, 'Smiler' examined the man and with the help of the other two, gently put him in the stretcher. Now began the hazardous lift. The pilot maintained his height just seaward of the lip of the cliff and lifted the stretcher and 'Smiler' about six feet. He then manoeuvred backwards out over the little beach to the tideline where the turbulence from the cliff was less severe. Aircrewman Thode gave him a running commentary on the situation below as well as checking on rocks and cliffs behind and on his blind side. The helicopter descended to about 40 feet and then the stretcher and 'Smiler' were winched up and taken aboard.

The man, who was wrapped in towels, had a severely lacerated face, arms and bare feet, a possible broken jaw and, during a gentle examination by 'Smiler', it seemed as if his leg was also broken. 'Smiler' administered first aid to the very shocked man. Five minutes later we landed at Trelick Hospital and he was transferred to a waiting ambulance. The two people left at the bottom of the cliff were later to be picked up by Newquay inflatable lifeboat.

Mission accomplished, we returned to Culdrose for a welcome mug of tea and a most comprehensive debrief. It was a very real example of complete teamwork. The pilot's skilful handling of the helicopter, the calm, precise guidance and winch operation of the aircrewman and the brave but matter-of-fact descent and retrieval by the diver. Impressive in execution but shrugged off as 'just another SAR' and it is only one of the dozens to be faced by SAR crews during the summer.



Teamwork by pilot, winchman and coxswain.

photograph by courtesy of RNAS Culdrose



# TOWING LINES

*Towing was an appropriate topic of conversation between this year's medal winning coxswains and Cdr George Cooper, the RNLI's deputy chief of operations. In three out of the four services recognised the casualty was towed to safety and all four coxswains have considerable experience in a subject which involves over 12 per cent of all lifeboat services.*

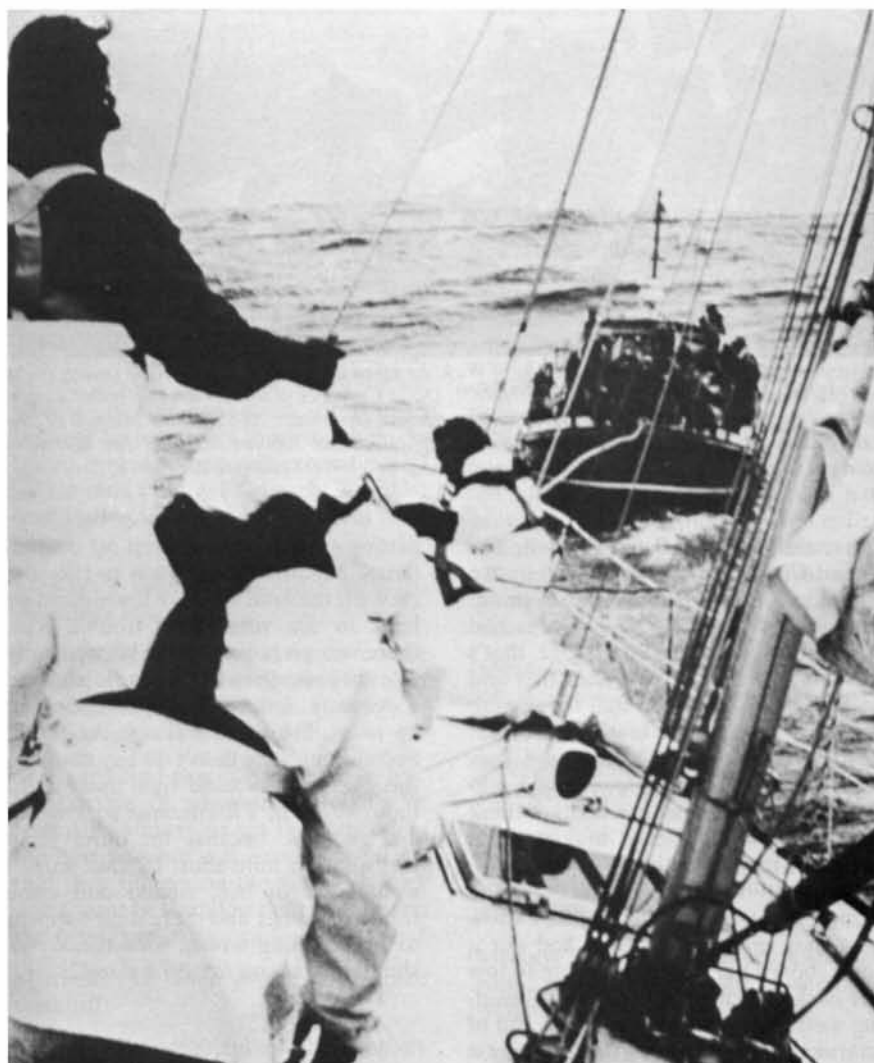
**“Cdr George Cooper, Deputy Chief of Operations:** I would like to ask each of you in turn to talk us through the particular services for which you were awarded your medals. David Clemence, would you like to describe your service which took place on Sunday September 9, 1984, to the British yacht *Liberty*?

**Coxswain David Clemence, Ilfracombe, Devon:** Well, we were called to put an ambulance man aboard the yacht *Liberty* which was dragging anchor. We didn't know whether it was the owner who was ill or what. By the time we launched and got out to the yacht she had dragged anchor near the rocks a quarter of a mile to the east of the station and it was so rough that we couldn't put the ambulance man aboard.

By the time we got to the yacht she was pretty near the rocks. We got the line aboard and began the tow. We couldn't move the vessel, his anchor was jammed in the rocks so we asked the chap on deck to let go of the cable but he didn't know what to do. He couldn't start the engines, couldn't tie a knot or anything. He'd never been on a boat before so we had a bit of difficulty there, not being able to put men aboard. When he let go of the cable we managed to pull him clear of the rocks but it became entangled in lobster pots and store pots.

**Cooper:** So the cable paid out to the bitter end but was still made fast?

**Clemence:** That's it. Everything became tight, his anchor cable jammed so that he was pulling us on to the rocks. We got him off, though, and made a bridle which enabled us to come round towards the pier again, otherwise we wouldn't have been able to tow him. And then with his anchor all out—I don't know how much cable they had—it became jammed on some Dan Buoys so we swung round and pulled him clear again. That's the only way we could get him in.



photograph by courtesy of  
Ambrose Greenway

**Cooper:** How did you eventually get him to slip his anchor?

**Clemence:** By shouting at him! We were dragging the anchor. The anchor was bent, all bent. We did a bit of damage to the vessel itself. When we got him into smoother water we put a man aboard and sawed right through the cable, dropped it and then towed him into the harbour.

**Cooper:** So you found you had a man aboard a casualty that was drifting on to a rock, who was unfamiliar with the boat. He was not a yachtsman and his skipper had died and he couldn't help himself.

**Clemence:** He was going to jump over, you see.

**Cooper:** He was going to leave the vessel? And would he have made the shore?

**Clemence:** Well I expect so, but he would have been drowned. There's no doubt about it. I requested the Coastguards to go round to the beach because I could see that if the tow parted we wouldn't have got round in time to get another tow.

**Cooper:** And what were the weather conditions while all this was going on?

**Clemence:** A sort of a north west gale, 7 to 8. Very big swell, very big sea with 15 to 20 foot waves.

**Cooper:** My goodness. And how did you pass the line?

**Clemence:** Well, we went astern and put the line aboard. I couldn't do a circle, or anything. I couldn't come around.

**Cooper:** And it was too rough to put a crew member on board the casualty?

**Clemence:** If I'd done that at the particular time, it would have been too late, he would have touched the rocks.

**Cooper:** Did you have any difficulty in persuading the inexperienced chap on board the casualty to secure the line?

**Clemence:** Well, I just told him to wrap it round the mast and hold on tight to the end.

**Cooper:** And did it go through the fairlead? The forward fairlead?

**Clemence:** No, we were just pulling off the mast.

**Cooper:** Thank you very much. That's an interesting story.

Peter Mitchell, your service occurred on September 3, 1984, when you managed to save the yacht, *Bass*, and rescue the three people on board. Would you like to talk us through your experience on that occasion?



*Bronze medallists: (l to r) Donnie McKay of Wick; he saved three men and their coble among rocks in a gale (full report: THE LIFEBOAT, winter '84/85); David Clemence of Ilfracombe who pulled a yacht and her terrified occupant from rocks in very rough seas (see winter '84/85); Peter Mitchell of The Lizard-Cadgwith who towed a rudderless yacht to safety (see summer '85) and Joe Martin of Hastings who landed a sick man from a container ship in a force 9 gale (see summer '85).*

**Coxswain/Mechanic Peter Mitchell, The Lizard-Cadgwith, Cornwall:** Well, we had a call about 5.30 in the evening. The wind was force 6 to 7. Flares had been reported off Mullion Island, that's west of The Lizard. We launched and we were then informed that there were two small yachts; one towing the other, heading west of The Lizard and they were being beaten ashore. Royal Yachting Association training boats I think they were, 18 feet long, making from Penzance to Falmouth.

One had lost her rudder off The Lizard, and the other one, I don't know how they managed it, they had got a rope aboard her and were trying to tow her back to Penzance. They were heading west, the wind was on shore and of course they couldn't beat off, towing a small boat with no rudder, they were being carried on to Prah Sands.

Visibility was very poor and I don't think we would have found them if it hadn't been for the helicopter who directed us to where they were. Eventually, when we got there they were less than a mile off, going right into Prah Sands, up to the rocky end.

When we got to them they were rolling and pitching and being thrown all over the place. God help them, and I shouted to them through the loud hailer what we intended to do. I could see that there were three people on board the one astern and I told them we were going to throw them a heaving line with a heavier line secured to it and they were to pull it aboard and make it fast. Which after quite a struggle they managed to do. But we had great difficulty getting her off the shore ourselves, even with our power. Because being very rough, as it was, and she having no rudder, she couldn't steer at all. We've had this experience before with a small boat with no rudder. She was sheering and pitching and almost turning over as we tried to get her off the lee shore.

Eventually we did get her off, and although we were only going away slowly, about 1 to 2 knots, we were gradually pulling away from the other yacht, which was following us under a storm jib. Probably, with darkness falling, more than anything else, they were

getting scared, so they fired off distress flares. My first thought was to take the crew off the boat we were towing and go back to see what their trouble was, there was no radio contact between any of us because they had no radio aboard.

Anyway, I decided to pull the yacht up to us, but there was one big crack, and although she didn't do any damage, this changed my mind right away and I thought 'Well, I'll continue to tow her and go back' because the other yacht was about a mile short by this time. I went back to her, circled and came round on to her and there didn't appear to be anything wrong with them. We shouted 'Did you fire off a flare?'

'Yes, oh yes.'

'Are you OK?'

'Yes'.

So off we go again with them behind us. Anyway, after we'd gone another half a mile they put off more distress flares so, although I think I could have got a tow on and towed the two of them, it would have been difficult. It went through my mind that they were small boats and there were no proper towing places to put a towline on.

So we called for the Penlee lifeboat. They launched and picked up the second yacht, so eventually we had one each and towed them back to Newlyn. That's the basis of the story.

**Cooper:** And for that remarkable piece of seamanship you were awarded the bronze medal for gallantry. One point I find of interest, when you were casting your towline, was the towing yacht still made fast or did she cast off before you made fast?

**Mitchell:** As we approached we gave them directions by loud hailer to cast off the rope that was towing them, and take on ours.

**Cooper:** Well, your action in calling out the Penlee lifeboat was more than justified, and two boats were safely rescued.

Now we'll pass on to Donnie McKay. Your rescue was carried out on Monday June 25, 1984, and your casualty was a 28ft salmon coble. Would you like to give us a run-through of the events?

**Coxswain/Mechanic Donald McKay, Wick, Caithness:** Well just after 11.00 am we were paged by our beepers; a boat in distress had got in touch with Pentland Coastguard. It was found to be a salmon coble that had been attending her nets. She had fouled her propeller and she had been driven on top of the rocks. The wind started to freshen up whilst she was out there. She was about four or five miles out to the north of Wick.

It was gusting 6 to 8 and that was one of the reasons she got into trouble; the weather was too bad. These salmon cobs are fitted with a hatch which can be lifted so that anything round the propeller can be cleared. This could not be done. She'd driven over the top of shoals and when we arrived, there was no way we could get to her, the sea was just breaking solid over the boat. The waves were eight or ten feet and the water was very shallow. We tried to let the breeches buoy drag down on a line before the wind. But as it approached the salmon coble, with so much swell and broken water, we could see that it was always going to be washed 10 or 30 feet away from the coble.

Being 70 yards away it seemed impossible to pass a line in that way, so we came off shore a wee bit and steamed in more to the east of her. We tried to approach again, with quite a bit of difficulty because of the stake nets. There were also lobster creels, there was everything you could get in the way and also quite a number of shoals. At one point we grounded and it was just a case of going full astern. We decided then to get head into wind and used our line throwing gun to fire a line towards her; we managed to manoeuvre so that the crew could get a grip on the line. We made fast a nylon rope, which they made fast to their bow. When we started to make way, they let go of the leader that was attached to the salmon nets. This saved their lives I reckon because if they'd gone any further in then no way would they have been alive.

**Cooper:** That's a remarkable story. In north westerly force 8 conditions you actually took your lifeboat in over rocks and fishing nets, and grounded more than once and then, through sheer tenacity and good seamanship, you eventually managed to secure a towline. Once again, a well-earned medal.

Was there much damage to the lifeboat?

**McKay:** No, none whatsoever.

**Cooper:** That speaks volumes about lifeboat construction.

Now, Joe Martin. Your reason for being in London is not because of a towing rescue. Your medal was won taking an injured man off a coaster. But we know that during your experience as lifeboat coxswain you have carried out many rescues which have involved towing, and I would like you to talk us



through one of them, one that is still clear in your memory.

**Coxswain/Mechanic Joe Martin, Hastings, Sussex:** Well, may I say in the first place, and my colleagues will agree with me, there's no two casualties alike. And I'd like to make this comment, that we all agree wherever possible we would take casualties off. It's a much more comfortable feeling when you've got your casualties on board, and it makes it a happier tow, especially if you've got one of your own colleagues on the other end of the tow link because you've got experts on one end and an expert on the other.

**Cooper:** Yes, point taken.

**Martin:** Of course that is what we're there for, to save life and not property, but I must agree with my colleagues, this is not always possible. In lots of cases it is only possible to tow.

We had an incident where we were called to a Lowestoft trawler, a smallish inshore trawler; he had difficulties with his engine. It was north westerly, 8, and we escorted him with a badly running engine, and then he stopped. We threw a tow loop and we towed him under the assumption that he was an experienced fisherman. There again, my colleagues will agree that if you've got experienced fishermen that are in trouble you've got somebody handy at the other end of the tow rope. So no two casualties are alike.

I think the difficulty with this rescue was, it was quite a hair-raising one, we were towing a bigger vessel to leeward. The reason it's very dangerous is because the heavier vessel can be picked up by a sea and she will run forward on top of you. So we were running at slow speed and every time she caught up with us on a sea, we had to put on power to keep ahead of her. Then we had to get her into the harbour, across the bar, and no way could we go straight into the harbour because she would have been lifted up on a sea and come on top of us.

So we dropped to leeward and then came back to windward to keep her behind us. That means crossing the bar a little bit on the broad side. In my opinion that was the only way. Lots of yachtsmen, of course don't know what to do—my colleagues have already said that, they don't know how to make fast or anything like that. In those cases you can only keep your fingers crossed until you've got them clear of the shore.

**Cooper:** Well thank you, Joe, for that. One or two interesting points have immediately come to light. Joe said that he feels that it's better, if possible, to remove the people from a casualty if you can and put a lifeboat crew member on board. Would you all go along with that?

**Clemence:** I always put crewmen aboard when I can.

**Mitchell:** When possible. As you say it's not always possible. Sometimes even

taking them off can be very dangerous. If you can get one of your own men aboard. That's the thing to do.

**Clemence:** We always try to put a man aboard with a portable radio.

**Martin:** This is where it is most dangerous for lifeboatmen. I have one special man, a great fellow, who I call my jumper. His name is Freddie White and I'm most fortunate to have him. Because if you get into a situation where it is possible to go alongside, I go alongside and he jumps and assists them out of the vessel. This is a much better system, if you can do it, of course, because he is actually throwing them on board, and in some weather conditions I would start to forget the yacht and start considering lives and getting them back home.

**McKay:** I wouldn't normally take the casualties off.

**Cooper:** Because in your part of the world Donnie, you're tending to deal with commercial fishermen rather than yachtsmen?

**McKay:** I find that if you can save life, irrespective of whether its towing or how it is, you try to get them to safety the best possible way, even if it means that they remain on the vessel. If they don't want to abandon their vessel, and the vessel's in danger of sinking . . .

**Mitchell:** . . . Then you've got to take them off!

**Cooper:** The problem of the casualty surfing down on to the lifeboat is something that we read about continuously in returns of service. Is there anything that can be done to prevent this situation from arising? Peter?

**Mitchell:** Yes. There definitely is something that could be done about this. Not only when vessels come up on seas on to you, but also with yachts without any rudders that can't steer. I think if there was such a thing as a small sea anchor, possibly like the ones they carry aboard these rubber liferafts. If one could be carried on the lifeboat and could be put aboard a yacht to stream astern of them, I think this would help tremendously when they're being towed.

**Cooper:** Have you ever considered using your own drogue?

**Mitchell:** No, I think the drogue would be too big in most cases for most of the yachts we pick up. I think there should be a piece of equipment carried on board a lifeboat specially for that purpose.

**Cooper:** Do you think if one was made available you could find room for it on your 37ft Oakley, David?

**Clemence:** Yes if it was the right size.

**Cooper:** I don't think Peter's suggesting something the size of the drogue.

**Mitchell:** Nor of that heavy quality, something light, a very light thing.

**Martin:** One of those nylon ones that the D class carries.

**Cooper:** I would suggest that it would have to be fairly substantial to withstand the pressure. I mean the sea anchor that's carried in an inshore lifeboat is only designed to keep the vessel's head to wind.

**Martin:** But of a similar nature, a similar type.

**McKay:** I think that's a very good idea. Also, it's a pity you couldn't have some weight on the towline. Most times when a vessel's being towed you try to get fast on his anchor cable, so you can have weight. If you're pulling with a light nylon rope, as you know yourselves, should anything give, your nylon rope just goes sky-high and lands aboard the vessel.

**Mitchell:** We use securing lines for towing, the heavy 3½-inch securing lines.

**Martin:** We've got a large rope that we officially call a mooring rope.

**Cooper:** Do you think mooring lines, designed for general purposes, are adequate for towing? And if not, what would you sooner have?

**McKay:** Well I'd like to see a stronger rope, a thicker rope, with a wee bit of weight.

**Cooper:** You say a thicker rope. Can you give me any idea of what size you're talking about?



*The heaving line.*

photograph by courtesy of Ambrose Greenway

**McKay:** Well, approximately a 5-inch rope made of nylon. I know that when I was fishing they'd give us poly ropes for seining. I wouldn't say there was much stretch in them and it was a terrific weight so if there is a break then it won't come flying in the air.

**Martin:** You want the size too. If you've got a small rope in your hands you can't handle it and it's shearing all over the place up and down.

**Cooper:** And what sort of construction? We currently give you hawser laid ropes. Would you sooner have a plaited rope than a hawser rope?

**McKay:** Plaited ropes have quite a lot of give in them.

**Cooper:** They're more or less the same safe working load, and of course they are less likely to kink, and we have found at other stations that nylon ropes are liable to kink once they come under too much strain; when the strain comes off they don't reform, they become permanently damaged, whereas the plaited rope doesn't.

**McKay:** I think that's the rope we want.

**Mitchell:** I would agree with that. I've never used one but I think it should be a good rope, the plaited one. I know some stations manage to get a weight in the centre of their towline. I think this is a good thing if it can be arranged somehow.

**Martin:** We do that with the old coir fenders. When they are soaked, they're heavy, aren't they, and that takes the weight off, doesn't it? You get a steadier pull because the middle of the towline is in the water.

**Clemence:** Yes, I'd agree with that on a long tow, but you mightn't have time to do all this.

**Cooper:** When you're towing a vessel do you station one or two men on the stern to maintain a guard on the towrope?

**Martin:** Always.

**Mitchell:** Come night time we always have a searchlight trained on to the vessel to the stern of us.

**Martin:** I have two men who do nothing else, only look over the stern and keep talking to me, telling me what's happening to the tow because we're looking ahead, doing what we've got to do.

**McKay:** I think a bridle should also be put aboard.

**Clemence:** I always make our own bridle up.

**Mitchell:** We've got one. We've got two in fact.

**Cooper:** Well there's another interesting aspect. You all appear to agree that there is a need for a towing bridle.

Would you like to comment on the types of bollards and securing arrangements that are provided on board your vessels?

**Clemence:** I should think it's adequate, what's there. You can't have anything bigger with the size of boat we've got.

**Cooper:** And you find it's adequate if you wish to rig up a bridle?

**Clemence:** Yes.

**Cooper:** What about you Joe?

**Martin:** I thoroughly agree, as far as 37 footers are concerned. We've got quite large bollards for our size of vessel. I always say that they are adequate.

**Cooper:** With the 37ft Oakley lifeboats the towline would be led through the quarter, wouldn't it?

**Clemence:** Yes, we put a fender underneath. But I usually make a bridle. You tow a lot better with a small bridle.

**Cooper:** But otherwise you're coming straight off the post and the rope is going over a fender?

**Clemence:** Yes. To stop chafe a bit if you can. It's also a good idea to have a sliding leather gaiter with securing lanyards at each end to prevent chafing in fairleads.

**Cooper:** What about you Peter in your slightly larger lifeboat?

**Mitchell:** Well, we've had lots of experience of towing boats and had all sorts of difficulties. I remember on one occasion we were towing a replica of the *Nonsuch*, a 200 ton wooden vessel. Everything we put aboard of him just frayed through and eventually we ended up towing him with our anchor cable. Now I think that the most important thing of all is that, no matter what sort of tow rope you've got, it's what you've got on the end of your tow rope on board the vessel you're towing that matters. You have to have something to stop chafing.

One very important thing—a lot of vessels haven't got a bollard or anything to tow by and they make fast on all sorts of things; little cleats even. All yachts should be made to have a strong point to put the towline on. Otherwise you pull everything out of them.

**Cooper:** Some time ago we circulated to the coast a rather useful guide to towing yachts by using sheets. Using the head sail sheets to form a securing bridle on the foredeck of the boat. The towline is passed through the forward fairlead and secured to the head sail sheets which in turn are led back and secured to the sheet winches. It is quite a useful way of securing if you feel that putting a tow rope round a mast that's been stepped on the deck, for example, is going to pull it out.

**Mitchell:** After the *Nonsuch* we started to carry two wire pennants of different sizes which lead from the tow rope and go aboard the casualty.

**Clemence:** But if you put strain on you could then cut right through somebody's mast.

**Mitchell:** Well, we've experienced breaking away or fraying through so many times . . .

**Cooper:** It is a problem that's continually with us, how to prevent chafe. No two boats are the same and what might prove suitable for one might not for another.

**Clemence:** The nylon rope we put on *Liberty* cut into his bulwarks and ripped them.

**McKay:** Even if you have about 3 ft of leather each end, even the lifeboat's end sometimes chafes when you go fast.

**Cooper:** I'd like now to pass on to the various methods of passing towlines to the casualty. What method do you tend to use, Donnie?

**McKay:** Well sometimes we tie a line on to the breeches buoy to try to put that aboard. We use a gun line as the last resort. When you can't get alongside to throw a line, you definitely need your line throwing gun.

**Cooper:** Would I be right in thinking that possibly when you're approaching a casualty to take it in tow, there is a tendency to forget about the line throwing gun and try to pass the towline by heaving line?

**McKay:** Yes, well you can do this but only from maybe 10 yards.

**Mitchell:** It depends on the position of the casualty doesn't it?

**Clemence:** Nine times out of ten your tow will be right alongside so you just put the line aboard.

**Mitchell:** We go alongside, put our heaving line aboard with the towline fastened to that. But it's surprising how many of them will take the heaving line and make that fast!

**Cooper:** We find that a lot of damage tends to occur when lifeboats approach casualties, they get too close to pass over the tow rope; I would like to see more use of the gun line. I'm sure it would reduce the risk of damage. It would keep the vessels further apart, but I do accept that there are occasions when you haven't got time. You have to get a line aboard quickly and start pulling. Have you ever thought of using a helicopter to pass a towline? Donnie?

**McKay:** No, we've never needed that, yet.

**Cooper:** Do you think it's something you could make use of?

**Clemence:** I think it's possible, but we've never used one.

**Mitchell:** I've actually seen a helicopter tow a yacht! Out of Coverack and we've picked the line up afterwards. He dropped it and we picked it up.

**Cooper:** The next thing I'd like you to talk about is the age-old question of speed of towing. This brings forward all



sorts of points of view. What do you consider to be an adequate speed?

**Martin:** Well, we tow very steady for a start so you can get way on the vessel, and if things are going satisfactorily we just gradually increase speed so that the vessel being towed has got more way. In the case of a small vessel, very often we finish up at full speed. This gives us better steerage way and keeps her behind us and lessens the chance of her yawing about—provided she's got a rudder!

**Cooper:** And your full speed is what?

**Martin:** My full speed would be 8 knots on my own so with moderate weather and going to windwards it would be, say, 6 knots; in fine weather up to 7 knots. Going to leeward of course, is quite another matter.

**Clemence:** It just depends on the size of the vessel, the weight and the weather conditions. Leave it to your own judgment, really.

**McKay:** I'm more or less 100 per cent behind that. I think a coxswain or whoever is in charge of the boat is the man that's got to decide what speed you're going to go. And when you start to tow a vessel, if you're towing her afore a wind or sea, you can only tow them for a start at a very slow speed and gradually work up, as you say, to 6 or 7.

**Cooper:** Finally, do you feel that the regulations as they stand give you sufficient scope to carry out your duties? Just to re-cap, you are permitted to tow only if you receive a direct request from the master of a casualty; or if a casualty abandoned by her crew might become a danger to navigation; or if the best method of saving life is to take the vessel in tow. The regulations go on to say that before undertaking a tow you must satisfy yourself, in consultation with the mechanic, that no damage will be caused to the lifeboat or machinery. In no circumstances may you tow a longer distance than is necessary to place a vessel in a position of safety, and if tug facilities are available, towing is not permitted.

What we have no intention of doing is turning lifeboats into tug-boats. The lifeboat has a towing capability, it is not specifically designed to tow in the same way that a tug is.

**McKay:** I don't think any of us is asking for equipment to change the job of the lifeboat. I don't think anybody wants that. What we want is something that can be used when it's needed.

**Cooper:** Well thank you very much gentlemen. From my point of view, it's been a most useful discussion. You are all experts in your own field and the points you've made have been well and truly noted. ”

## RNLI CEREMONIES RNLI



St Brendan dressed overall for her naming.

### Rosslare Harbour

ROSSLARE HARBOUR in County Wexford is, according to the tourist brochures, the heart of the Sunny South East. Unfortunately, on Friday June 28, 1985, it failed to live up to its name. With the naming ceremony of the 52ft Arun class lifeboat, due to start at 2 pm, the soft Irish rain turned into a downpour half an hour before the ceremony was due to start. In view of the weather conditions the large crowd of guests and onlookers was most pleasing to see.

Before the arrival of the official guests, musical entertainment was provided by the Loc Garman Brass Band and this, combined with the colourful bunting and summer dresses of the ladies present, kept the mood buoyant and jolly.

The guest of honour Mrs Patricia Mitchell, on arriving with her husband Mr Jim Mitchell, TD, Minister for Communications, was presented with a bouquet of flowers by Margaret Wickham, daughter of the lifeboat's mechanic Matt Wickham.

The chairman of the branch, Mr Cecil Miller, opened the proceedings by welcoming the guests and well-wishers to Rosslare Harbour. He then called on Mr Jim Mitchell officially to open the new mooring pen of the lifeboat. The pen was constructed with the aid of a grant from the Irish Government, for the shore facilities of the RNLI in Ireland. In his remarks Mr Mitchell said:

*'Nice words are always spoken on occasions like this. But nice words are sometimes platitudes devoid of relevance. Yet no words can express adequately the value of the work carried out by the lifeboat service in Ireland and the UK.'*

Mr Clayton Love Jnr, a vice-president of the RNLI, then came forward to deliver the lifeboat to the care of the branch. Mr Bryan Miller, honorary secretary of Rosslare Harbour branch,

photograph by courtesy of Denis O'Connor

accepted the lifeboat with grateful thanks.

The Right Reverend Noel Willoughby, Bishop of Cashel, Ossory and Ferns, and the Most Reverend Brendan Comiskey, Bishop of Ferns, conducted the service of dedication and blessing ceremony. The Wexford Male Voice Choir joined the Loc Garman Band to lead the singing of the hymns.

Prior to asking Mrs Mitchell to name the lifeboat, a vote of thanks was proposed by Mrs Mona McCormack, chairperson of the Rosslare Harbour ladies guild, and wife of the second coxswain.

Mrs Mitchell then spoke the time honoured words:

*'I name this lifeboat St Brendan, God bless her and all who sail in her.'*

With the champagne bottle broken, St Brendan slipped her moorings to loud cheers, a triumphant fanfare and a salute from the B&I car ferry *Innisfallen*.

The official guests were invited on board the St Brendan by Coxswain Wilf



Margaret Wickham (r) makes her presentation to Mrs Patricia Mitchell.

photograph by courtesy of Denis O'Connor



# CEREMONIES



Stafford, who even allowed Mrs Mitchell an opportunity to drive the 485 HP Arun class lifeboat—a task she greatly enjoyed.

The ladies' guild from Wexford and Rosslare Harbour provided afternoon tea, which quickly revived the many hundred dampened guests.—J.O'C.

## The Mumbles

SUMMER CAME to South Wales on Wednesday, July 3, 1985, as though it had been specially ordered for the naming ceremony of the new Mumbles lifeboat, *Ethel Anne Measures*. The superb weather enhanced the celebrations which brought together the RNLI's President, The Duke of Kent, the trustees of a Birmingham charitable trust, fund raisers from the Midlands and West Glamorgan, lifeboatmen from Wales and Devon and two lifeboats from The Mumbles—the brand new Tyne and the station's former Watson class lifeboat, *William Gammon—Manchester and District XXX*, now an exhibit of the Swansea Maritime Museum and moored afloat in the docks where the ceremony took place.

The *Ethel Anne Measures* was partly funded by a generous donation from the J. F. & E. A. Measures Trust and was named in memory of Mrs Measures, who was born in the Mumbles but left the area to live in Birmingham before the First World War. An appeal was launched in West Glamorgan to help meet the balance and raised £180,000 and this was further enhanced by appeals by the Lord Mayor of Birmingham and BBC Birmingham's Pebble Mill Appeal. The cost of the alterations to the boathouse and slipway were met by part of a legacy from Mrs Marie Schultz, who was a great supporter of the RNLI's Birmingham branch.

So fund raisers from the heart of the country met those from a coastal county and all were warmly thanked by Councillor T. J. Jones, chairman of The Mumbles Lifeboat Appeal, who handed over the lifeboat to the Duke of Atholl,

chairman of the RNLI. The Duke not only presented the lifeboat to the station but also a vellum certificate to mark its 150th anniversary. Captain Ken Carstens, station honorary secretary, in accepting the lifeboat noted that 100 years ago the lifeboat, *Wolverhampton*, when stationed at The Mumbles, cost £363. In contrast the new Tyne lifeboat cost £430,000.

Following a service of dedication, which was conducted by The Right Reverend B. N. Y. Vaughan, Bishop of Swansea and Brecon, came the moment for which the crowds, crammed against the barriers and the cameramen on the upper deck of a lightship in the dock,



Coxswain Derek Scott shows the Duke of Kent aboard his new lifeboat.

were waiting. The Duke of Kent thanked the station for the warm welcome and said that it encapsulated all aspects of the RNLI. He outlined the bravery record of the crews (including the present coxswain, Derek Scott) the Mumbles lifeboat disasters of 1883, 1903 and 1947 and the station's excellent reputation for fund raising and welcoming visitors. Stepping forward, he named the new lifeboat and pressed the button which sent a bottle of champagne crashing over her bows. The Duke then inspected the lifeboat and met lifeboat-

men from present and former crews. After a brief chat with the fund raisers, he left for another engagement having opened a new chapter in the long history of the station.—R.K.

## Calshot

ON WHAT WAS to turn out to be a fairly typical summer's day for 1985, the new Calshot lifeboat was named. Rain reigned supreme in the surrounding countryside, but fortunately Calshot escaped with just one short shower during the mid morning of Friday July 5, but by 2.30 pm the weather had cleared with only a slight south westerly breeze blowing.

The 33ft Brede class lifeboat, *Safeway*, was funded by Safeway Foodstores Ltd, whose supermarkets around the country had organised a whole host of fund raising events, in which customers and staff alike had taken part. The lifeboat was to have been named by Mrs Frances Spratt, wife of the chairman and managing director of Safeways. Sadly, due to illness, Mrs Spratt was unable to attend the ceremony, but her eldest daughter, Mrs Janis Wood, kindly took her place. It was to Mrs Wood that Susan Stote, daughter of Calshot and District branch joint souvenir secretaries, presented a bouquet.

Maldwin Drummond DL JP, a vice-president of the RNLI and also Calshot and District branch president, opened the proceedings by introducing Alderman G. Ranger, Mayor and Admiral of the Port of Southampton, who gave the welcoming address.

Michael Pennell, divisional inspector of lifeboats for the south east, then described the lifeboat before Mr Terry Spratt, chairman of Safeways, formally handed *Safeway* into the care of the RNLI. She was accepted on behalf of the Institution by Vice-Admiral Sir Peter Compston, a vice-president of the RNLI who, in turn, handed the lifeboat into the care of Calshot lifeboat station.

Lt Cdr G. J. Watkins, RNR, honorary secretary of the station, expressed the

Mrs Janis Wood christens Safeway.

photograph by courtesy of Jeff Morris

Some of the guests at the naming of Ethel Anne Measures.

photograph by courtesy of Jeff Morris







During the ceremony at Calshot.

photograph by courtesy of Jeff Morris

station's thanks to Safeways for providing their new lifeboat, as he accepted her on behalf of the crew and station officials.

A short service of dedication was then conducted by the Reverend C. Rich, Rector of the Parish of Fawley with music provided by the Royal Navy Volunteer Band from HMS Collingwood, Fareham, under the direction of Lt Cdr P. Mills RN. After the service, Air Vice Marshal D. C. McKinley, CB CBE DFC AFC RAF (Ret'd), chairman of Calshot branch, proposed a vote of thanks.

Mr Maldwin Drummond then invited Mrs Spratt to name the lifeboat, which she duly did, and champagne showered over *Safeway's* bow. The platform party were then given a trip in the lifeboat to draw the afternoon's ceremony to a close. — S.J.G.

## Relief Brede

THE 33ft Brede is a sprightly lifeboat and the twelfth of her kind to be built, soon to be named *Amateur Swimming Associations*, bobbed in a lively dance beside the quay of the RNLI's Poole depot, waiting like a two-year-old filly for the off. It was the blustery afternoon of Wednesday July 17, 1985 and bunting aboard the well groomed lifeboat flip-

ped and flapped vigorously as the rich sound of brass music (kindly provided by the Ensemble from St Michael's Church of England Middle School, Colehill) added pomp to the occasion.

For a few years the Amateur Swimming Associations of England, Wales and Scotland have, through sponsored swimming events, been raising funds for the RNLI. This day was the culmination of their efforts when Mrs Pat Garforth, wife of the president of the Amateur Swimming Association was to name the lifeboat they had paid for.

Lt Cdr Brian Miles, deputy director of the RNLI, welcomed guests from the world of swimming to the ceremony and then invited Mr John Perry, chairman of the Amateur Swimming Federation of Great Britain, officially to hand the lifeboat over.

This Mr Perry did, to Vice-Admiral Sir Peter Compston, a vice-president of the RNLI. Admiral Compston was delighted with the gift, commenting that it was the second lifeboat he had received in a month, following his attendance at the Calshot naming ceremony on July 5. He warmly thanked all swimmers for their contribution towards the lifeboat and pointed out that Mr Norman Crumbie, an honorary life governor of the Institu-



A helicopter salute for Amateur Swimming Associations.

tion, had been a driving force behind the swimmers' appeal.

The lifeboat, which is to be used in the relief fleet of the RNLI, standing in at stations all round the country when their boat is away on survey, was handed by the Admiral into the care of the chief of operations, Cdr Bruce Cairns. He proceeded to describe Brede class lifeboats and to explain their considerable capabilities and the future rôle of *Amateur Swimming Associations*.

The assembled company then stood to sing the opening hymn to the traditional service of dedication which was led by The Reverend Canon John Potter, Rector and Rural Dean of Poole. After the final blessing, Mrs Garforth ceremoniously named the lifeboat with the customary flourish of champagne. Almost as customary has become the spectacular fly-past by (on this occasion) a Royal Navy helicopter streaming the RNLI flag at the end of the winch wire. All the dignitaries then hopped aboard *Amateur Swimming Associations*, her crew cast off, and the lifeboat was put through her paces to the admiration of those who had helped to finance her. — E.W.W.

**Relief D class** A 16ft D class inflatable lifeboat to be used in the relief fleet was handed over and dedicated on the evening of Wednesday July 17, 1985, at the RNLI's Poole depot. She was the gift of the Ancient Order of Foresters, Court Henbury, Sturminster Marshall, and was handed over by Mrs Nancy Stickley, Chief Ranger of Court Henbury, to Lt Cdr Brian Miles, deputy director of the RNLI. Foresters are pictured here at the ceremony.



RNLI Poole depot quay where Amateur Swimming Associations was named.





**Ramsgate:** Sunday June 9 was the day Ramsgate's new Atlantic 21 lifeboat was dedicated and named Ramsgate Enterprise. Mr Martin Lewis, grandson of the late Mrs Holway who had left a sum of money to the station, is seen here unveiling two plaques. The first commemorates his grandmother's gift which paid for the new boathouse and the second, the people of Ramsgate who provided the new lifeboat. Wing Commander J. D. Ward, Officer Commanding RAF Manston officially named Ramsgate Enterprise after she had been handed over by Councillor L. Richard Taylor, Mayor of Ramsgate, to Mr Graham Newman of the RNLI's committee of management.



**Poole:** Poole Yacht Club in Hamworthy was where, on Wednesday May 8, 1985, the naming and service of dedication took place for the station's new 20ft Boston Whaler Outrage lifeboat, the only boat of this type in the RNLI fleet. She was paid for out of the proceeds of the 1981 Mayor's appeal, Round Table and 'Beating the Bounds' collections and other gifts. Councillor P. J. Coles, whose Mayor's appeal it had been, named the lifeboat Sam and Iris Coles in memory of his parents, his father having been station honorary secretary, fund raising honorary secretary and finally vice-president of Poole branch between 1946 and 1981. photograph by courtesy of Poole Evening Echo



**Southwold:** The only way to christen an Atlantic 21 inflatable lifeboat is to take the cork out of the bottle. Senior Helmsman Roger Trigg performs the task after, on a wet Wednesday August 7, 1985, the station's new lifeboat was officially named Quiver by Mr R. Kiernan, managing director of Cassell Ltd. The lifeboat was provided by a legacy from Mrs D. Q. Presland and named by Mr Kiernan to forge a link between the present day ceremony and an appeal run by a 19th century magazine called the Quiver, published by John Cassell, which provided Southwold with two lifeboats of that name between 1865 and 1897. Captain John Leworthy, a vice-president of the RNLI was present to hand the lifeboat into the care of the station.

photograph by courtesy of Jeff Morris.



**Youghal:** Mr Patrick Lineham, chairman of Youghal branch welcomes guests on Sunday July 14, 1985 to the dedication of the station's Atlantic 21 lifeboat, Marjory Turner, the first of her class to be stationed in Ireland. She was the gift of the late Mr V. S. Turner and was handed into the care of the station by Mr Clayton Love Jnr (far r), a vice-president of the Institution. No sooner had Youghal Brass Band played a fanfare at the end of the ceremony, than the lifeboat was called out to rescue a windsurfer in difficulties.

photograph by courtesy of The Cork Examiner

## Rye Harbour

The handing over and opening of Rye Harbour's new lifeboathouse took place on Saturday July 6, 1985. The building costs were raised by Rye, Winchelsea and District branch with donations coming from many individuals, companies and organisations in the area. Dr G. Hale, a life vice-president of the RNLI, officially accepted the lifeboathouse from Commander C. H. Marsh, chairman of the branch, and placed it in the care of the station committee. Mrs Mary Lestocq, widow of former station honorary secretary, Humphrey Lestocq, unveiled the donor's plaque.

## Flint

Saturday August 3, 1985, saw the opening of the new lifeboathouse at Flint. The Rt. Hon. The Lord Stanley of Alderley, a member of the RNLI committee of management, was present to declare the boathouse open and to hand the keys over to Mr Gary Jones, station honorary secretary. Lord Stanley also thanked the station and crew for having raised the money locally and expressed gratitude to all the local businesses who contributed in kind towards the building of the boathouse. A short service of dedication followed the opening ceremony.

## On station

THE FOLLOWING lifeboats have taken up station duties:

*The Mumbles:* 47ft Tyne class lifeboat ON 1096 (47-005), *Ethel Ann Measures*, July 31.

*Beaumaris:* Atlantic 21 class lifeboat B563, *Blue Peter II*, August 5.

*Newhaven:* 52ft Arun class lifeboat ON 1106 (52-32), *Keith Anderson*, August 9.

*Troon:* 44ft Waveney class lifeboat ON 1029 (44-011), *Augustine Courtauld*, August 25.



# RNLI NEWS

## PEOPLE AND PLACES

### BIRTHDAY HONOURS

Among the awards announced in the 1985 Birthday Honours list were:

**OBE:** E. C. B. Corlett, chairman and managing director of Burness, Corlett and Partners, a member of the RNLI's technical consultative committee since 1975.

**BEM:** Michael F. Leneghan, coxswain of Newcastle, Co Down, lifeboat. Mr Leneghan joined the lifeboat crew in 1946, became second coxswain in 1947 until 1961 when he became coxswain. He was awarded the long service badge in 1982.

### OBITUARIES

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

#### January, 1985

Samuel H. Thomas, second coxswain of Southend lifeboat from 1956 to 1968, having joined the crew in 1929, serving as signalman. Mr Thomas was awarded a bronze medal in 1941.

John Robert Plummer, BEM, coxswain of Caister lifeboat from 1956 to 1969, having previously served as bowman from 1937 to 1956. Mr Plummer joined the crew in 1930, was awarded a bronze medal in 1963 and the BEM in 1969.

#### February, 1985

Mrs Edna James, treasurer of Staithes ladies guild from 1975 to 1984. At Mrs James' request, donations in lieu of flowers were made to the RNLI and £150 was donated.

#### March, 1985

Mr Tom Woodhouse, OBE JP, who was honorary secretary of Flamborough lifeboat station from 1954 to 1979; he was awarded binoculars in 1965, a gold badge and a vellum of thanks in 1979.

#### May, 1985

Captain Roy Harding who joined the RNLI in 1963 as staff coxswain and who also acted as coxswain of the 70ft Clyde lifeboat at Clovelly for several years. Roy Harding was subsequently appointed trials officer and was a key member of the team that developed the Arun class lifeboat.

#### June, 1985

Mr D. E. Chalcraft who was president and treasurer of Henley-on-Thames branch from 1949 to 1985 and also secretary from 1949 to 1975. Mr Chalcraft was awarded a silver badge in 1960 and a gold badge in 1980.

#### August, 1985

The Rev. Jack Smith, honorary secretary of Montrose lifeboat station from 1955 to 1983. Mr Smith was awarded binoculars in 1966, a gold badge in 1981 and a vellum of thanks in 1983. He was a well known person in the town and was known as "Mr Montrose"; he was always ready to talk about the lifeboat and was fiercely proud of its distinguished record over the years.

Mrs Barbara Smart who was vice-chairman of Montrose ladies' guild from 1968 to 1979 and chairman from 1979 to 1984 when she became president. Mrs Smart was awarded a statuette in 1974 and a gold badge in 1982.

Miss Jessie James, who was honorary secretary of Paignton branch from 1938 to 1984. Miss James was awarded a statuette in 1949, a silver badge in 1960, gold badge in 1970 and bar to her gold badge in 1982.

### Lottery—the magical million

IT WAS a day of triumph tinged with a little sadness, when the 30th national lottery was drawn on July 31 at Poole headquarters. There were celebrations when Anthony Oliver, appeals secretary, told those present at the draw that the total amount raised since the lotteries began in 1977 had passed the magical £1 million mark.

The sadness was due to the fact that Vice-Admiral Sir Peter Compston would no longer be supervising the draw, as he had done since the very first lottery, because he had just retired as chairman of the RNLI's fund raising committee. As a small token of thanks for all his support for the lottery over the years, Sir Peter Compston was invited to make the draw himself, which he did with great pleasure.

The prizewinners were:

- £2,000: R. Ellis, Belfast
- £500: S. C. Rashleigh, Whetstone, London
- £250: Mrs Hake, Dalbeattie, Kirkcubrightshire
- £100: Ms Jacqui McGovern, Dundee; E. G. C. Pople, Ashford, Middlesex; Mrs K. Vincent, Kelvedon, near Colchester, Essex; C. Rivington, West Drayton, Middlesex; K. H. Brockie, Tobermory, Isle of Mull; Mr O'Hara, Foleshill, Coventry; D. Crooke, Croyde, Devon.
- £50: Miss L. Nichols, Merton Park, London; D. A. Jones, Dronfield, Sheffield; R. W. Proudfoot, Bonny Rigg, Midlothian; K. G. Tarver, Brixham, South Devon; W. A. Willgoose, Chaddesden, Derby; Miss Lynn Vincent, Torquay, Devon; J. D. Murray, Hartlepool, Cleveland; T. W. Aldridge, Harlow, Essex; Mrs B. Cooper, Woodbridge, Suffolk; Miss H. Renvoize, Edgware, Middlesex.

The draw for the 31st national lottery will be held on October 31, 1985 at Poole head office.

# SHORELINE

### Subscription rates

Shoreline goes from strength to strength; there are 116,000 members at the moment with hundreds of new applications received at RNLI headquarters every month. Inevitably, subscription rates must keep in line with rising costs and therefore this is potential subscribers' last chance to join up at the old rates. As from January 1, 1986, ordinary Shoreline membership will cost a minimum £6 and family membership £9. To become an annual member and governor of the RNLI will cost a minimum £20 and life member and governorship will rise to £200.

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

I enclose subscription to join Shoreline as an:

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

Name .....

Address .....

### Insignia available (to Shoreline members only)

Description	Price
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

\*Delete as necessary

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

£

# Books . . .

● WHEN TIM BATSTONE confronted the RNLI with the news that he intended to circumnavigate Great Britain on a sail board and raise money for the Institution, the reaction was decidedly mixed. Should an organisation so concerned with safety at sea, put its name to a scheme which would rely entirely upon the survival of a young Oxford graduate and his frail windsurfer in some of the most treacherous waters in the world?

Closer examination revealed, however, that the expedition was well planned, incorporating as many safety precautions as possible, and also that there were sufficient funds behind it, thanks to the generous sponsorship of Charles Heidsieck, the champagne company. In **Round Britain Windsurf** (David and Charles, £9.95) Tim Batstone quotes the RNLI's director, Rear Admiral W. J. Graham, who, in agreeing to become involved, said: 'windsurfing is obviously here to stay and we might as well learn to live with it'.

The book of the adventure is an excellent read and can be appreciated on at least three different levels. The day to day challenges faced by Tim Batstone as a windsurfer, both technical and physical, the agony and ecstasy of conquering the fickle moods of Great Britain's coastal waters aboard a thin sliver of fibreglass, will fascinate lovers of the sport. But there is no need ever to have set foot aboard this questionable means of transport to appreciate the book as a travelogue, depicting our beautiful coastline from a unique standpoint. Finally, the adventure itself and the interaction between its participating characters (not least the colourful and supportive lifeboatmen encountered at every turn) often gives the reader more stamina to press on than even the lone windsurfer himself.

The book begins with a hair-raising account of a near disastrous windsurfing trial round the Isles of Scilly, made soon after Tim Batstone had started preparing for his round Britain trip. In a conversation about the book with the editor of *THE LIFEBOAT*, he imparts some of the lessons he has learned.

*'My trip around the Isles of Scilly could have gone horribly wrong, it was rash really and it's slightly worrying because there are probably quite a lot of people who might have done something like that. I hope that those who read what happened to me will be a lot warier about setting out on that sort of expedition.'*

## Safety first

Learning from his mistakes, safety became one of Tim Batstone's main concerns on his round Britain trip and it is something he urges all windsurfers to pay great attention to. He thinks however that the 'irresponsible' tag given by some to windsurfers is unfair:



Tim Batstone passing Bamburgh Castle, the cradle of lifeboating. This is one of many fine illustrations to appear in *Round Britain Windsurf*.

*'Windsurfers generally do wear buoyancy aids. It may not be a full lifejacket, but it's certainly buoyancy; it's the cardinal rule of windsurfing. I don't think I've ever gone offshore without wearing a buoyancy aid. I'd point out that a lot of people on sailing boats go to sea without lifejackets and if you fall off a yacht it's a shock isn't it? The yacht's high up there, steaming off into the distance and straight away you're in trouble, only wearing a pair of jeans and T-shirt. At least on a windsurfer you expect to end up in the water because it happens all the time.'*

*'I think people who are windsurfing offshore should take a simple pack of flares with them. They are not very expensive and there can be no question, once someone has sent up a red flare, that they are in trouble.'*

*'The problem is that if a lot of beginners thought they had to take flares out with them, they wouldn't even dream of getting on the board. And a lot of people who get into trouble are beginners slightly overstretching what little they know. They may not have reached the stage of thinking "I'd better take flares with me".'*

*'There are various signals you can use like waving your hands above your head, but in big seas you can't really be seen doing that. Even flares can fail; the important thing is to tell somebody you are going out, however integral or self-reliant you think you are as a unit.'*

*'An experienced observer can see, for instance, when a windsurfer is being blown further and further down wind and out to sea, a sure indication that the guy is sooner or later going to get exhausted and out of control—unless it's clear that he is sailing down wind deliberately.'*

Tim Batstone's marathon experience taught him to heed the signs that he was reaching the limit of his own endurance. How should windsurfers recognise them?

*'If you spend more time in the water than on your board it's a fairly sure indication that you are not entirely happy. It can happen to anybody; it's such a*

*strenuous sport that it only requires being thrown in a few times violently by the wind to begin to knacker your muscles. Then if the wind gets up as well you may not be able to cope with the increase.'*

*'If you are stupid enough to go out with the tide and wind against you then you are in trouble unless you are very good.'*

*'There are so many factors to consider when you do coastal windsurfing. How rough the sea is, for one thing. It is actually hard when there's a swell and it's choppy. So, obviously, if you are a beginner, there's no point in going out if there's a rough sea. On the coast of Britain where there's hypothermia to think about and generally a tide, it's always a little bit dodgy.'*

*'You probably would want to start children off in a lake or have them on a rope or attached to a buoy. That's a good way of starting because you can't really get into too much trouble.'*

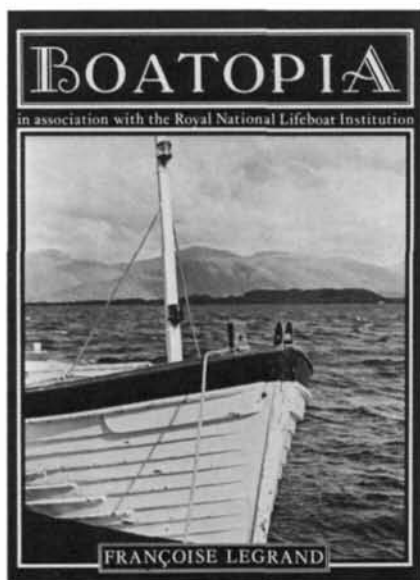
## £40,000 raised

Tim feels his trip has been of benefit both to windsurfing and the RNLI.

*'It has proved you can safely do 2,000 miles on a windsurfer next to a rocky and difficult coastline. It has proved a windsurfer is quite a fast long-distance vehicle; I was averaging 5 knots which is a pretty respectable average speed over 2½ months. Putting together an expedition of that size also shows that windsurfers can be resourceful people.'*

*'To have raised £40,000 for the RNLI to pay for a new lifeboat is a nice thing to have done. I hope I have helped to cement a good relationship between lifeboats and windsurfers and to make windsurfers aware of the RNLI.'*

As a further gesture Tim Batstone is giving the RNLI 20 per cent of his royalties for **Round Britain Windsurf**. The book can be ordered (£9.95 plus £1.20 postage and packing) from RNLI Trading Ltd, West Quay Road, Poole, Dorset BH15 1HZ.—E.W.W.



● Lick your lips after dipping into **Boatopia** (Robert Royce, £10.95) and you will taste the salt on them. The book is a homage to the sea and seafaring and one which John Masefield would surely have kept beside his bed as an antidote to *sea fever*. And, naturally, included among Godfrey Howard's compilation of texts nautical is Masefield's famous poem, its first immortal verse seeming to be the inspiration of Françoise Legrand's meticulous black and white photographs, the book's *raison d'être*.

For these are photographs with a difference; sharp, sharp focus on rivets in the hull of a Mediterranean merchantman; scrutiny of the forward fairlead of an east coast lifeboat with observance paid to every fixing screw; and everywhere a near obsession with rigging and cable. Be it mooring line, halyard or mainstay, every fibre and sinew is captured by Miss Legrand's camera. The effect is to bring the smell of hemp, of fish, of tar out of the page and give to the reader a distinct sense of:

*'the wheel's kick and the wind's song and  
the white sail's shaking  
and a gray mist on the sea's face and a  
gray dawn breaking.'*

There has been generous waiving of copyright rules by publishers of numerous maritime works which has allowed Godfrey Howard to reproduce a rich collection of extracts to enhance *Boatopia's* salty flavour. Lifeboat literature is not ignored and amongst other passages, a part of the famous and moving speech by Winston Churchill at the RNLI's 100th anniversary dinner is included. To show their support for the work of lifeboatmen, the authors of the book are donating 55% of their royalties to the RNLI.—E.W.W.

● Two welcome additions to the growing library of lifeboat station histories are **Anstruther Lifeboat Station: 1865-1985** by Michael Welsh and **The Bridlington Lifeboats** by Ralph S. Fawcett. Both are attractively presented, with colour covers and fine selections of black and white photographs inside.

*Anstruther Lifeboat Station* records that the station was founded at a public meeting whose hour would be intimated "by tuck of drum". Six coxswains and four crews were formed from the community of fishermen, to ensure the lifeboat could always be manned. In the summer, when the fishermen were away in the herring fleets, a crew was formed of carpenters and blacksmiths. They started an unbroken record of lifesaving though not a completely smooth one. In 1903 a meeting was convened to complain about the lifeboat. Fishing boats and freighters were the main casualties then and still cause many lifeboat calls at Anstruther. The book describes the station's boats, crews and some of its most difficult rescues. It is available at £2.70, inclusive of post and packing from Michael Welsh, Dean Bank, Kilrenny, Anstruther, Fife.

Bridlington, too, has a long lifeboat history, having first had a lifeboat built by Henry Greathead in 1806. It was not until 1853 that the RNLI took over the station. Again, there were troubles as an RNLI lifeboat was not popular with the fishermen, who operated their own lifeboat. In the great gale of 1871, over 30 ships foundered in Bridlington Bay and both boats were used, the fishermen's lifeboat putting out time and again until she was capsized and six of her crew were lost. Following the gale, she was repaired, the RNLI sent a new lifeboat and another private lifeboat was bought. Bridlington now had 3 lifeboats!

As well as a proud medal record, *The Bridlington Lifeboats* lists a number of tragedies suffered at the station. It can be obtained from A. Edwards, 7 St Martins Drive, Bridlington, Humberside for £1.25 plus 40p post and packing.—R.K.

● Wayland Publishers' latest book in their 999 series, *The Sea Rescue Services* by Fiona Corbridge (£3.95), is perhaps badly titled as half the book deals with coastguards, leaving little space fully to explain lifeboats and helicopters – the main rescue vehicles. However, the book, aimed at schools and children, is well written and illustrated with descriptive photographs, both colour and black and white. As befits a school book, there is a useful glossary, a list of books for further reading and addresses where further information may be sought.—R.K.

● The RNLI will receive 20p for every copy sold of a booklet by H. Chetwynd-Chatwin, CE FI Mech E entitled **Yacht Buyers/Owners Guide to Osmosis in GRP Yachts**. Copies are available at £1.99 from the author at Trecarrel, Penpol, Truro, Cornwall.

● Cyril Jolly's biography of the legendary coxswain, **Henry Blogg of Cromer**, first published in 1958 is now available in paperback at £5.50 plus 50p post and packing from the author at Teazel Patch, Gressenhall, Dereham, Norfolk.

## NEW FILM

**LIFEBOATS TO THE RESCUE** is a new film made for schools but suitable for audiences of any age. It takes a lively look at the RNLI, the lifeboats and the lifeboatmen with television and radio personality Ray Moore as narrator.

The film starts with historic footage including shots of rowing and sailing lifeboats. A party of young people are shown over the Swanage Rother class lifeboat which then launches on exercise for a man overboard drill, rocket line practice and launch of a small inflatable. Co-operation with a coastguard cliff rescue team is shown when an injured child at the bottom of steep cliffs is placed in a stretcher and taken to safety in an Atlantic 21 lifeboat.

Then Weymouth lifeboat, seen earlier in the film when a school party is enrolled into Storm Force (the RNLI's junior membership scheme), launches to rescue a windsurfer. The boy had set out in relatively calm conditions but met rough water, fell off his board and became exhausted. The lifeboat plucks him from a choppy sea, he is given a drink of warm soup and a moving final sequence sees the lifeboat and the boy returning to Weymouth harbour.

*Lifeboats to the Rescue* was produced by Trevor Evans and directed by Martin Carter. They, and the film crews, narrator Ray Moore, musicians Kid Creole, Gerry Rafferty and Andreas Vollenweider, and almost everybody else involved in the film gave their services free. Nonetheless, there were certain unavoidable expenses which were met by sponsors, Batchelors Cup-a-Soup, who donate Cup-a-Soup to the RNLI for use on lifeboats.

*Lifeboats to the Rescue* is available on free loan on 16mm film, VHS and Beta video cassettes from: VISCOM, Parkhall Road Trading Estate, London SE21.—R.K.

## 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:

**Abersoch**  
Crew Member B. D. McGill

**Clogher Head**  
Motor Mechanic J. Garvey

**Eastbourne**  
Coxswain G. Cole

**Fishguard**  
Assistant Mechanic N. Murrow

**Harwich**  
Second Coxswain L. G. Smith

**Lymington**  
Shore Helper D. Baverstock  
Shore Helper E. Blachford

**Poole**  
Crew Member J. R. Buckley  
Crew Member A. D. Hawkes



# THE LIFEBOAT SERVICE—Past and Present

## 50 Years Ago

The following is an extract from the speech by Sir Godfrey Baring, Bt (Chairman of the RNLI, 1923–56) at the 1935 Annual General Meeting and reported in *THE LIFEBOAT* of June 1935.

I am sure I am expressing the feeling of everyone in this hall when I say how much we welcome the presence here to-day of the Minister of Transport, Mr. Hore-Belisha. (Applause.) May I relate to the Minister two little incidents which I have experienced in the last week or so, which I am sure will give him pleasure? We have a store-yard in Poplar and I should like many of the Governors to visit it, because it is admirably run and managed. In that store-yard, we have an entrance yard, I think about 120 feet across. The other day a desperate criminal rode a motor bicycle into that yard at a speed which was estimated by competent observers at quite seven miles an hour. Within twenty-four hours of his crime a large poster, beautifully got-up, with a representation of a black and white post with an orange top, was placed outside the yard with a stern warning that no one must enter in a motor at more than walking pace. (Laughter.) I think that will show the Minister that his beneficent influence has reached even the recesses of Poplar.

Only a few days ago I was on a life-boat mission, spoke at Liverpool in the morning,

and then had to go on to New Brighton, Wallasey, and various places on the other side of the Mersey. I was driven by Mr. Harris, who is on our platform and who is going to second a resolution later on. Being above all things law-abiding citizens we never exceeded during the long drive the speed of 29 miles 1,759 yards. We had a good many appointments to keep. We were a little late for those appointments. But we had a delightful drive and during the whole time we called down silent and, indeed, sometimes vocal blessings on the Minister's head. (Laughter.)

I am sure he will be gratified to hear of those two personal incidents, but seriously, Ladies and Gentlemen, we do admire the courage, the resource and the persistence with which he is tackling this most difficult and menacing question of accidents on the roads; and I think it specially appropriate that one who is saving life on the roads should speak at the annual meeting of the Institution whose proud boast it is that its life-boats and life-boatmen have saved, during the 111 years of its history, over 64,000 lives from shipwreck at sea. (Applause.)

... and this is an extract from Mr L. Hore Belisha's reply:

A hundred years ago, when the Royal National Life-boat Institution was founded, as many as 3,000 to 5,000 persons were drowned in a year in British territorial waters. To-day, owing to the improved construction of ships, to the regulations for safety made by the Board of Trade and principally the efficiency of your service, the worthiness of your boats and the gallantry of your men and women, only about thirty to forty persons, I am told, perish annually in these waters. (Applause.)

In other words, the perils, the mortal perils of our coasts, have diminished in a century a hundred-fold. The life-boat service has given rewards for the rescue of 64,000 lives in the period. Now the dependants of every one of these persons would have to be provided for either by the State, by insurance moneys, or otherwise. Assuming the capital sum required to make good to the widow or other dependant the loss of support given by each one of the persons who have been saved to be the nominal amount of £1,000—it is, of course, much more—the value of the lives you have saved in 100 years is £64,000,000. But in the last ten years, we have lost about the same number of people on the roads, to say nothing of the million and three-quarters persons who have been injured. You can make a calculation, therefore, of the economic loss brought to the nation by these casualties.

If, therefore, I come here, it is to capture something of the spirit of the sea. To save a life you risk a life—or more. The life-boatman, to save a life, puts at hazard not only himself, but his family. He strains his endurance. He faces the storm in its most inclement mood. He displays the quality of courage and the virtue of discipline in the most exacting circumstances—voluntarily. Why? Because of the charity of the sea. And the public support his

work and should support his work, by their contributions. Why? Because the humanitarian instincts of the people are so strong that they cannot bear the contemplation of untimely death or unmerited suffering. But a life is worth as much spiritually and materially whether it be lost by sea or on the roads. What effort, what self-sacrifice, what goodness of nature to save a life at sea! But on land attempts to save life which call, not for bravery, or hardship, but merely for decency and courtesy, are often regarded as restrictions on convenience, and interference with liberty, and, therefore, to be resisted. I am happy to say that through the exercise of these virtues, together with the measures we are taking, we have, during the first three months of this year, as compared with the same period last year, effected a reduction of no less than 2,843 in the number of persons killed and injured on our roads. (Applause.) The significance of this figure is enhanced when it is remembered that there are over a quarter of a million more motor vehicles this year than last.

To save lives on the roads it is not valour that is needed, but just thoughtfulness. It is not inappropriate, therefore, that I should come to you in admiration and, if you will, in envy, hoping that this meeting will not only bring the financial support which your great cause deserves, but will spread throughout the nation a respect for human life and a concerted determination to save it, whether it be imperilled by the storms of the sea or by the inconsiderateness of men on land. I move this resolution which thanks the coxswains and crews of your life-boats and the help rendered to the cause by your local committees, honorary secretaries and honorary treasurers combined in the noblest of all works. (Loud Applause.)

## Today's Lifeboatmen



Coxswain Mechanic Michael Storey of Girvan. Although a relative newcomer to Girvan lifeboat station, Michael Storey is an old hand when it comes to lifeboat services. He joined Humber crew in 1977, serving, with a short break, until 1982. Michael was among the crew in 1978 who went to the aid of the motor vessel *Revi* when the coxswain, Brian Bevan, was awarded a gold medal; along with the other members of the crew Michael was awarded a bronze medal for his part in the rescue. He was also awarded a vellum service certificate in 1978 for a service to the coaster *Diana V* in December of that year. Viewers of the BBC documentary series on the Humber station may remember Michael Storey taking part. He became coxswain of Girvan lifeboat in 1982, after transferring from Humber, during which time the lifeboat has launched on service 25 times, saving 10 lives. During what little spare time he has, Michael likes to take part in raft races and dinghy marathons.

## Facts and Figures

In 1985 RNLI lifeboats have so far launched 1,834 times, saving 762 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.

112,554 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



Mr Hore Belisha (l) with Acting Coxswain H. E. Pow of Appledore a bronze medallist at the 1935 A.G.M.



*Friendly rivalry: Kim Robertson (right) challenged Mick Hewitt to a 100 yard electric wheelchair race along the promenade as part of Walton and Frinton's lifeboat week. The race was started by a hooter blown by Coxswain Denis Finch and in the few minutes that both men took to complete the course, £90 was raised for the Institution. The two tearaways were rewarded with a pint of beer each for their efforts.*

### Runs for fun

As part of their lifeboat day '85 **Tighnabruaich and District guild** organised a raft race fun run, when competitors had to wear fancy dress. The first prize was given to staff from the Royal Hotel who entered the race as royal babes dressed in nappies. The town's D class inflatable lifeboat was on display and ploughman's lunches were served in a garden with a beautiful view over the Kyles. With stalls, games and raffles the day raised over £2,250.

Another fancy dress fun run with office staff, shop assistants, police and security staff from three Arndale shopping centres taking part raised over £670 for the Institution. The three centres involved were Middleton, Stretford and Manchester with those taking part running the miles between all three. The event was organised by Lawrence Allen, manager of Arndale Radio, an in-shopping centre radio service, and he was given great assistance by the three centre managers Arnold Wilcox-Wood, David Jones and Ron Hughes.

**Darlington branch** held their annual fun run at the end of March in which 70 people took part. The run, which was started by the Mayor and Mayoress of Darlington was along public footpaths through the area. Prizes on offer for the entrants were for the first woman to finish, the first man, the first under 21, the first under 12 and, last but not least, the first dog! The whole event raised £600 for branch funds.

### Damsels in distress

Shepton Mallet Lions Club held their annual Wings and Wheels weekend at the Royal Bath and West showground at the end of June. With proceeds

expected to reach £3,000 over the two days, it was decided to put on a lifeboat demonstration in the main arena. Two crews from **Weston-super-Mare** lifeboat station manned display D class lifeboats, racing across a rather soggy showground to two damsels in difficulties on sailboards. The lifeboats were towed by Landrovers until they were 50 yards from the girls, when the boats were unhitched and manhandled the rest of the way. The two girls were then strapped into Neil Robertson stretchers and put aboard the lifeboats for the return journey. Thunder flashes and mini flares added realism to the race which was enjoyed by approximately 12,000 spectators.

### The sky's the limit

Two members of the Isla Valley Citizens Band Radio Club made a sponsored parachute jump from Strathallan airfield in aid of the Institution and the local cottage hospital. Local businesses paid for the training expenses but, training completed, the actual jump had to be postponed for nearly two months due to bad weather; it eventually took place in December 1984. The two intrepid jumpers, Andy Gibson, CB nickname The Mad Medic, and Frazer McKenzie, The Bowler, both landed safely and collected £1,000 in sponsorship which was divided equally between the hospital and the Institution.

Maidstone traffic warden Tina Briggs, who normally keeps her feet firmly on double yellow lines, made a parachute jump for **Sittingbourne branch** and raised £140.80 in sponsorship money. The branch has many friends; the regular customers of the British Queen pub raised £424 in seven

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## THE

## FUND

## RAISERS

days of activity when they organised a four-legged boat race, a sponsored hair cut and shave, competitions and raffles.

### Food for thought

A cordon bleu cookery demonstration, given by Mrs H. I. Cozens of Banbury, was organised by **Northampton ladies' guild** and held at Overstone Solarium near Northampton. Such was the success of the day that over £1,020 was raised.

With help from Hampstead Vintners and the London Cheese Company, **Hampstead Garden Suburb branch** was able to raise £390 at their recent wine tasting and cheese evening. Not only did the wine company donate the wine



Even though not a single stroke of tennis could take place because of heavy rain, the Central London Committee's American tennis tournament somehow still managed to raise a remarkable £3,400. One of the alternative attractions was a 'find the lifeboat' competition—a sort of nautical pin the tail on the donkey—which proved very popular.

photograph by courtesy of Photo Craft (Hampstead) Ltd



*Runs aground: not quite Lords but an equally demanding wicket. Due to obvious tidal reasons the sponsored cricket match between Chichester branch and the Hayling Island lifeboat crew and supporters had to be limited to 20 overs per innings. The match was held over May bank holiday weekend on a drying sandbank known as The Winner at the entrance to Chichester Harbour. The branch made a respectable 72 runs, against which the crew could only muster 47 in reply, but the clear winner of the day was the RNLI which scored £1,750 in sponsorship.*

photograph by courtesy of Brighton Evening Argus



*A beautiful setting and perfect weather ensured that an evening of wine, open sandwiches, fashion and music, organised by Hamilton guild, Lanarkshire, was a huge success, raising £1,400. The event was held in the garden of Mrs Kay Goodridge-Cox, a guild committee member. The 300 guests were entertained by a wind quintet from the Royal Scottish Academy of Music and various fashions were paraded by three models who mingled with the guests. A marquee was set up in the garden to house stalls selling home-made goods and raffle prizes.*



*Clothes from Nowadays and Rodgersport were on display at Stranraer guild's fashion show in April. The show was held at Stranraer Academy and was attended by a large and appreciative audience. The evening was a great success, raising £928.*

photograph by courtesy of F. H. McCarlie

for the evening, but they also arranged for Barrie Howe, from Laurent Perrier, to give a talk and film show on bottling champagne.

### Home comforts

**Bristol ladies' guild** held their biennial summer ball in July at the home of Sir John and Lady Wills at Langford Court, near Bristol. Four hundred guests dined in an elegant golden marquee, lit by chandeliers and decorated with baskets of flowers. Each lady was presented with a rose and souvenir programme on arrival. During the evening TV personality Leslie Crowther, a guest at the ball, was persuaded to auction a sailboard which had been donated by Flyers Ltd; the auction raised £550. The London band *Chance* provided music for dancing, backed up by the Mark Davis discotheque. By the end of a most memorable occasion a magnificent £17,000 had been raised.

A summer supper, held in June at the home of Mr R. Vivian May, a member of the RNLI's fund raising committee, was organised by **Bridport branch**. On a fine summer's evening 180 guests had drinks and supper in the house, barn hall and garden. Over £1,000 was raised during the supper which was enjoyed by all who attended.

Sheet House, the home of Sir Humphry and Lady Tollemache, was the venue for **Petersfield branch's** annual cocktail party held in June. The party was part of a month-long series of events in the area which also included the branch's flag day and house to house collections, which raised £1,900, and a souvenir stall at the HMS *Mercury* open day in July when £100 worth of souvenirs were sold. Sir Alec Rose was the guest of honour at the cocktail party which itself made £1,700.

### Clouds with silver lining

The weather often plays havoc with fund raising events with rain pouring down during garden fetes and shows. It is not often that the weather, or clouds to be more precise, actually make money for the RNLI. Charles Warner of the Hooke Institute for Atmospheric Research in Oxford wrote an article on stereo pair photographs of Cumulus clouds for *Weather* magazine; the article won the James Paton Memorial Prize of the Scottish branch of the Royal Meteorological Society. Mr Warner very generously sent his cash prize of £80 to RNLI headquarters.

### Broad cast

A cast of which Cecil B. de Mille would have been proud was involved in the Birmingham Stage School's production of *Cinderella* in January. The show was choreographed by Joyce Hart and her daughter Cherry, and needed a cast ranging in age from 2½ to 63 years. After nine months of preparations and rehearsals, tickets for the show were



sold out well in advance. **Erdington branch** member Jacky Clifford was in the cast as the front end of Daisy the Cow and also as a member of the larger than life dance troupe, Dame Dumpling and Her Suet Puddings. All the hard work and dedication certainly paid off because the school was able to present a cheque for £1,250 to Erdington branch.

### Sponsored staying power

Thirty-six members of the 58th Croydon girl guide company completed a seemingly impossible task for such a large number of girls – they kept silent for an hour. The silence was the idea of guide leader Deborah Carpenter, who is also a member of Shoreline. The girls made sure they kept quiet by doing their homework or reading. All the girls did very well, well enough to collected £220 in sponsorship money, plus £20 for the company to become a group member of Shoreline.

A slightly more arduous task was faced by 30 walkers taking part in the Lyke Wake Walk from Osmotherly to Ravenscar, across the North Yorkshire moors, a distance of 42 miles. To become members of the exclusive Lyke Wake club walkers must complete the course in 24 hours which, despite atrocious weather, the majority of them managed to do. Those taking part were backed up by a team of helpers dispensing tea, hamburgers, plasters and encouragement whenever required. The walkers found their own sponsors and raised an amount worthy of their efforts, £1,700, which was later handed over to **Chesterfield branch**.

The London Ambulance Service Benevolent Fund and the RNLI benefited jointly from a sponsored row by the staff of The Oval ambulance station in April. The row, made in two whalers kindly lent by the RNVR, started at HMS *President* on the Thames Embankment with a half-way break at the Thames Barrier at Woolwich. After a 30-minute rest the journey back to HMS *President* was begun against a very strong wind; some 20 miles had been covered by the end of the day. Of the sponsorship money, £677.44 was given to the Institution with the remaining £338.72 going to the LAS Benevolent Fund.

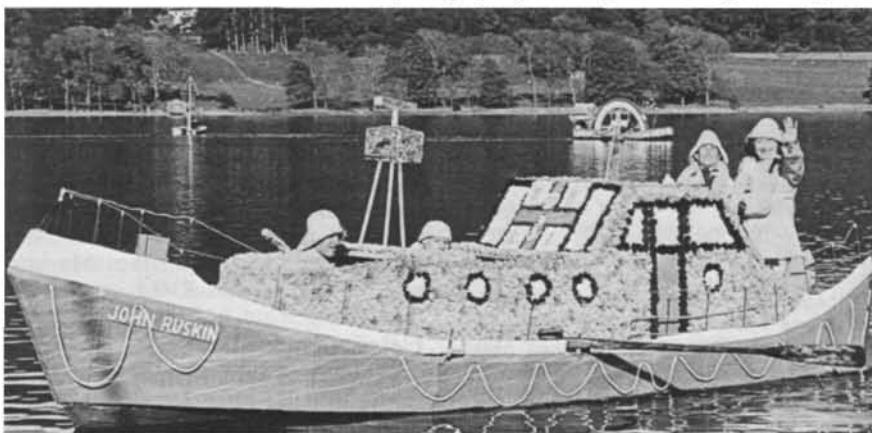
Douglas, Isle of Man, lifeboat crew member Colin Cain is a keen walker in his spare time and often takes part in walking races like the T.T. relay; his job as a postman keeps him in training. When an island end-to-end walk was organised by the Boundary Harriers, Colin decided to enter to raise funds for Douglas lifeboat station. The walk began at 9 o'clock in the morning from the Point of Ayre, the Isle of Man's most northerly point. After walking 22 miles on a cold day with sleet showers Colin retired from the walk, but still earned £206, well over his estimate of £50.

Over 20 eager Beavers, the pre-scouts, took part in a sponsored sing for



People from all walks of life like to help the RNLI and this fact was certainly demonstrated recently. The organiser of the City of Edinburgh lifeboat appeal were delighted to receive a cheque for £35 from the residents of the town's night shelter—the People's Palace. The money had been collected over five months by people whose circumstances are far from happy but who wanted to be associated with the appeal. Mr Andrew Cubie, (fourth left), the appeal secretary, receives the cheque from the Palace's residents.

photograph by courtesy of *Edinburgh Evening News*



Over 3,000 hand-made paper flowers were needed to transform a rowing boat into a 47ft Watson class lifeboat. The old Coniston custom of dressing rowing boats has been revived as part of Coniston water festival. The lifeboat was made by Mrs Jean Peel and three other members of the local sailing club who were well rewarded by their efforts in winning first prize in the competition. The boat was also successful as a fund raiser for the Institution when £131 was collected on the day of the competition and later when the boat was put on display in the village.

photograph by courtesy of *Westmorland Gazette*



Sing a song of sixpence: the magic of nursery rhymes is certainly not lost on the children of Tain playgroup and nursery unit. They took part in a sponsored nursery rhyme recital and raised a magnificent £1,045 for Invergordon lifeboat station. Some of the children who took part can be seen here handing over their giant cheque to Captain Ian Dunderdale, station honorary secretary. The children are (from bottom left) James Macleod, Ian Taylor, Stacey Ross, Karen Aplin, Linda Marshall, John Robertson, Calum Dunderdale and Tracey Chattem.

photograph by courtesy of Andrew Allan



Hundreds of eager walkers took part in a 20-mile hike to raise funds for the lifeboat stations in North Kent. The hike, organised by the Medway branch, was started by lifeboatmen from Sheerness and the walkers tramped from Upnor Sailing Club around the Hoo peninsula. Among those taking part was super-fit Edna Skinner (above), aged 65, who knew she only had to finish the walk to raise £450, and two boys from a youth custody centre, with an officer by their side, who signed up staff and fellow inmates to raise £300. Only 20 people failed to finish the course and when all the money had been collected a phenomenal £12,000 had been raised.

photograph by courtesy of South Eastern Newspapers Ltd



Unlucky break: having landed safely after his sponsored parachute jump, disaster struck Stan Todd while he was running to gather up his parachute—he tripped on a furrow and broke his ankle! Stan, who is a member of Brighton's lifeboat crew, made the jump with Karen Eaves (l), girlfriend of a fellow crew member. Despite the painful ending to his endeavours, Paul, seen here with his baby daughter, Sarah, was more than happy with the £1,000 they collected for the station.

photograph by courtesy of Brighton Evening Argus

the Institution. After a visit to RNLI headquarters where the boys were given a film show and a tour of the depot, one member of the Beaver Colony presented Ian Wallington, assistant appeals secretary, with a cheque for £30, the proceeds of their singing.

There cannot be many farmers who have celebrated their 61st birthday by doing a sponsored walk across Dartmoor from Chagford to Bridestowe, but that is exactly what Harold Phillips did in June, along with his wife and four companions. The walk was the brainchild of Mike Dunse, who was one of the walkers, the other three being Bob Cooke, Harold's wife Ann and Simon Tremain. An unusual way to celebrate a birthday, but a valuable one for the RNLI—it raised £220.

For the fourth year running Ideal Homes (Southern) plc have won the Woking Workout Sponsorship Trophy. It is an annual competition with local firms taking part, each company finding family and friends of staff members participating to sponsor them and the money raised going to the Mayor's charity appeal. All the teams take part in a variety of events such as five-a-side football, volleyball and an obstacle course; teams are knocked out until there is a clear winner. Although Ideal Homes have never won the sporting competition they have won the prize for the most sponsorship money. In 1985 they raised £526 for the Mayor's selected charity—the RNLI.

### Cricket cocktail

Cricket and rum do not immediately spring to mind when selecting possible fund raising events, but a cocktail of the two made £330 for Colchester branch. Members of the Colchester and District branch of the Submarine Old Comrades Association raised £250 during a charity cricket match held at Wivenhoe Cricket Club. In order to hand over the cheque in style it was decided to present it at a

rum tasting evening. The rum was provided by Purser's Rum, suppliers to the Royal Navy, and sold at 40 pence a tot. Two of the association's officers dispensed the rum from a traditional barrel while dressed in period naval uniform. The evening itself made £80 which was added to the cricket score and presented to Colchester branch.

### To the point

East Anglian lifeboat stations have dependable friends in the Country Darts League, based around Debenham, Suffolk. In recent years money collected during their regular inter-pub darts matches has been given to Aldeburgh, Cromer and Wells lifeboat stations. In 1985 it was West Mersea's turn to benefit from the league's sterling support and on May 22 a cheque for £727.12 was presented to Robin Sharp, area organiser (Eastern).

### Hot jazz

Jazz buff and lifeboat supporter Perry Donsworth combined his two interests by organising an open air jazz concert at Framlingham Castle, Suffolk. It may have been a rather chilly evening but the music being played was certainly hot stuff. It even had the castle ghost rattling his chains. **Framlingham and District branch** gave help at the concert which raised £251.

### Inn funds

Regular customers at the Yacht Tavern, Ringsend, Dublin are very generous supporters of the RNLI. Since 1978 when a collecting box was first placed in the tavern, the Sunday morning collections among the regulars have raised over £1,400.

Battle of Britain aces versus the Fisherman? Not quite as confusing as it may sound. The Battle of Britain and The Fisherman were the two pubs who made it through to the final of an inter-pub pool competition. The idea



A scale model of the Barra Island Solent class lifeboat, Hugh William Viscount Gough, was a great attraction, especially for children, when on display in the Leeds Merriem shopping centre. The model, made by Brian Hobson (second left) was part of an exhibition staged at the centre by Leeds Shoreline club. With souvenir sales the one-day exhibition raised £447.

photograph by courtesy of Yorkshire Post



was the brainchild of Shoreline member, Dick Moore, licensee of The Fisherman. Twenty-two teams took part, all but one team coming from pubs managed on behalf of Mitchells and Butlers Brewery in Wolverhampton, who gave enthusiastic support throughout the competition. The team from the Battle of Britain won the final and after the trophies had been presented a cheque for £600, the proceeds of the competition, was handed over to Tony Guy, **Wolverhampton branch** president.

### Attic auction

Items ranging from kettles and toasters to record players and vases were up for grabs at **Great Yarmouth and Gorleston guild's** attic auction held in May at Martham village hall. Over 200 lots came under the hammer during the afternoon and the guild's total profit amounted to £350.

### Pupil power

As part of a project on the RNLI, class 3/7 of Thurso High School organised a variety of fund raising events for their local lifeboat station. A lifeboat teddy was made by Mrs Lyall, a member of the English department, and children had to guess his birthday; a quiz was held; a cake and candy stall was run during break periods and there was even sponsored surfing and football. The efforts of the class were rewarded by a trip to Thurso lifeboat station where David Swanson, who had raised most money, presented the resulting cheque for £278.

### Stamp brigade

To work towards their service badge, members of the 17th Southampton Girl's Brigade have been collecting used postage stamps. When the girls, all aged between 5 and 7 years, have a large enough amount of stamps they take them to Calshot lifeboat station and hand them to the coxswain.

### With a bang at Bangor

An unusual event organised in North-

ern Ireland by the Strangford Lough Wildfowling Association was a charity pigeon shoot held at Clandeboye, Bangor, in June. £500 was the upshot which was presented to Mrs Lynne Ralston, fund raising honorary secretary of **Bangor branch**, by the association's president, Major William Brownlow.

### Hair raising

How much is half a beard worth? When it belongs to Stephen Thomas of Claverham, Avon it is worth over £700, for that is how much was raised at a sponsored half beard cut. Of the money raised, £400 was sent to Padstow lifeboat station, with the remainder going to Falmouth and Penlee.

### Reliable sources

**Gloucester branch** has been beaver-ing away throughout 1984 raising splendid sums of money from a very varied programme of events. Over £3,000 was raised by a barn dance and barbecue, now a regular event, a sponsored skittles match, a pig and cider evening and a Christmas raffle. The Mayor of Gloucester attended a fashion show at the Guildhall which brought in £250 and during the town's flag day over £1,885 was collected with the branch getting invaluable help from the local Round Table. On top of all this activity the branch's stall has been taken to many local events raising hundreds of pounds through souvenir sales.

Another Cathedral town giving the RNLI great support is **Worcester**. In the 25 years since the ladies' guild was formed, it has brought in thousands of pounds for lifeboats. In June and July this year the guild organised a souvenir sale raising £170.63, a luncheon making £630.44 and a strawberry tea which brought in a further £150. Added to these amounts was a further £2,255.23, already sent to the Midlands regional office.

**Hitchin and District branch** have been very busy in recent months: a summer barbecue held in a barn (due to

bad weather) made £300. A coffee morning and evening at the home of Mrs Freda Jones raised a further £63. A souvenir stall and lifeboat model display brought in £165. With all the sterling work done by branch members, £1,000 was sent to the Eastern regional office bringing the total raised in the 2½ years since the branch was formed to £11,000.

Much industry must have preceded **Moffat and Beattock guild's** sale of work held on Easter Saturday. The sale, where cakes, jams, tea cosies, pin cushions and many other hand-made items were on offer, made £652. The guild was formed in 1956 and since then has raised almost £16,000 for the lifeboat service.

Since 1970 Arthur and Hilda Dudley, members of **Mudford guild**, have organised a coffee morning in their beautiful and well-kept garden. In those 15 years over £2,200 has been raised. Sadly, a few weeks before this year's coffee morning, Arthur Dudley died, but Mrs Dudley was determined that the morning should go ahead as planned. It did, and raised £271. Other events organised by members of Mudford guild have included a strawberry tea at the home of Mr and Mrs Ballard, raising £321, a party held in Miss Olive Gibbs' garden which raised £319, and a craft fair at Stanpit village hall which made a further £277.

Flag week opened with a thanksgiving service for lifeboat crews in Lewisham with crew members from Hastings in the congregation. At the end of a very successful week, **Lewisham branch** had collected £6,500.

Having provided the cost of the new 33ft Brede lifeboat for Invergordon, the residents of **Nottingham** once more dug deeply into their pockets for the town's flag day, donating a further £1,615 to the Institution, a record for the branch. The cheque to help establish a crew facility and presented at the Invergordon naming ceremony (see Summer 1985 issue), was a generous gift from the Inner Wheel of Hucknall, Nottinghamshire.



Period costume is the order of the day at Shaldon village old time fayre in Devon. Branch workers who donned period maritime costume when manning their stall were delighted when their souvenir and lottery sales practically doubled as a result of their fancy dress.

photograph by courtesy of Jeffery Davis

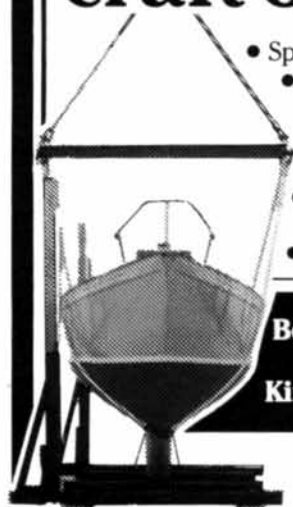


The garden of Mr Cliff Whitehead of Breaston, Nottingham, was opened to the public to raise funds for Long Eaton branch and 900 people took the opportunity of viewing the magnificent garden. Mr Whitehead, who is a well known flower arranger, demonstrated his skills throughout the day. For the branch it was a well arranged event with over £800 being raised.



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from page 227

and then returning back out to sea. It created a good deal of breaking water, making waves of about 8 feet and causing the sea to be confused.

The helmsman approached to seaward of the casualty with the idea of one crewman swimming in to bring the man back. He reached a point just seaward of the casualty, but realised the difficulty of his situation and had to steer some 50 yards out to sea to get clear of the breaking water and make further preparations. When this had been done, he took the lifeboat back towards the casualty.

On arrival at their earlier position, the lifeboat crew found that the casualty was now closer to the concrete wall and being swept to and fro in its wash. It was immediately obvious that with the depth of water and the large wave troughs, it was too dangerous to go in any further. The crew shouted to the man that he should leave his sailboard



Aberystwyth's 17ft 6in C class lifeboat.

and swim out from the wall. The sailboarder signalled his agreement and began to swim. The helmsman again considered it too dangerous to remain in the area and headed back out to sea into clearer water. The man was then carefully watched until Helmsman Ridgway considered it safe to return (the man had swum about 20 yards).

The helmsman told his crew that he would take the lifeboat in to the man and manoeuvre so that they could pull him in over the port sponson. With the crew positioned, the lifeboat made its

third approach to the south of the man in the water. When abreast of him, the helmsman turned the boat to port and immediately the man came alongside the port sponson. He was then quickly pulled inboard by the crew. In amongst the broken water, the lifeboat was continually taking on water and spray.

Once the crew had the man on board, the helmsman took the lifeboat back out of the breaking water and then steered south, round the bar and back into the harbour. The survivor was none the worse for his experience and he was landed at the launching slip at 1547 where he was met by friends. The lifeboat was then recovered and was ready for service again at 1605.

Following this service, a letter, signed by Cdr Bruce Cairns, chief of operations, was sent to Helmsman Thomas Ridgway expressing the Institution's thanks to him and his crew for their quick and efficient rescue.

## Lifeboat Services, March, April and May, 1985

**Aberdovey, Gwynedd**  
Atlantic 21: April 8, 9, 11 and May 29

**Abersoch, Gwynedd**  
Atlantic 21: March 22, April 14 (twice), 20, 25, May 5 (twice) and 9

**Aberystwyth, Dyfed**  
C class inflatable: May 11 and 30

**Aith, Shetland**  
52ft Barnett: May 9

**Aldeburgh, Suffolk**  
D class inflatable: May 4

**Alderney, Channel Islands**  
Relief 33ft Brede: March 28  
33ft Brede: May 5, 8 (twice), 9, 12, 14, 16, 22, 26 and 30

**Amble, Northumberland**  
37ft 6in Rother: March 3  
Relief 42ft Watson: May 25

**Angle, Dyfed**  
Relief 47ft Watson: March 29

**Anstruther, Fife**  
37ft Oakley: March 31

**Appledore, North Devon**  
47ft Watson: March 8 and April 26  
Atlantic 21: April 7 (twice), 8, 22, 26, May 6, 15, 26 and 31

**Arbroath, Angus**  
37ft 6in Rother: March 3  
D class inflatable: April 7

**Arklow, Co Wicklow**  
42ft Watson: May 24

**Arran (Lamlash), Buteshire**  
D class inflatable: May 6 and 30

**Arranmore, Co Donegal**  
52ft Barnett: March 13, April 15, 21 and 29

**Atlantic College (St Donat's Castle), South Glamorgan**  
Atlantic 21: March 2 (twice), 10, May 3 and 6

**Ballycotton, Co Cork**  
52ft Arun: May 4 and 9 (twice)

**Baltimore, Co Cork**  
48ft 6in Oakley: April 7, May 5 and 9

**Bangor, Co Down**  
D class inflatable: April 12, 20, May 4, 12 (twice) and 18

**Barmouth, Gwynedd**  
D class inflatable: May 5 (twice)

**Barra Island, Inverness-shire**  
48ft 6in Solent: April 15 and 21

**Barrow, Cumbria**  
46ft 9in Watson: May 7  
D class inflatable: April 9, 10, May 8 and 25

**Barry Dock, South Glamorgan**  
52ft Arun: March 2, May 3 and 4

**Beaumaris, Gwynedd**  
Relief 47ft Watson: May 25

**Belfast, Co Down**  
Atlantic 21: March 22, April 25, May 25 and 29

**Bembridge, Isle of Wight**  
48ft 6in Solent: March 10, May 25 and 29  
D class inflatable: May 8

**Berwick-upon-Tweed, Northumberland**  
Atlantic 21: May 25

**Blackpool, Lancashire**  
D class inflatable: March 3 (twice), April 21, 23 (twice) and May 11 (twice)

**Borth, Dyfed**  
D class inflatable: May 29 (twice)

**Bridlington, Humberside**  
37ft Oakley: April 11

**Brighton, East Sussex**  
Atlantic 21: March 8, 11, 25, April 6, 7, 19, 21, 27 (five times), May 12, 24 and 31

**Broughty Ferry (Dundee), Angus**  
Relief 52ft Arun: May 10 (twice)  
D class inflatable: April 3, 19 and May 12

**Bude, Cornwall**  
D class inflatable: April 17

**Calshot, Hampshire**  
33ft Brede: April 27

**Campbeltown, Argyllshire**  
52ft Arun: March 31, May 14 (twice), 20, 25 and 26

**Cardigan, Dyfed**  
D class inflatable: May 18 (twice) and 28

**Clacton-on-Sea, Essex**  
Atlantic 21: April 6, 21, May 7 and 12  
D class inflatable: May 4 (twice)

**Clovelly, North Devon**  
Relief 70ft Clyde: March 23, 29, April 26 and May 5  
70ft Clyde's inflatable: April 12 and May 7

**Conwy, Gwynedd**  
D class inflatable: April 7

**Courtmacherry Harbour, Co Cork**  
Relief 46ft 9in Watson: May 6

**Criccieth, Gwynedd**  
C class inflatable: April 6, May 25 and 30

**Cromer, Norfolk**  
Relief 46ft 9in Watson: April 4 and May 13  
D class inflatable: May 30

**Donaghadee, Co Down**  
Relief 44ft Waveney: March 10 (twice), 17 and 18  
44ft Waveney: May 26

**Dover, Kent**  
Relief 52ft Arun: March 9, 30 (four times), 31, April 5, 20, 27, May 3, 10, 24, 25, 27 and 31

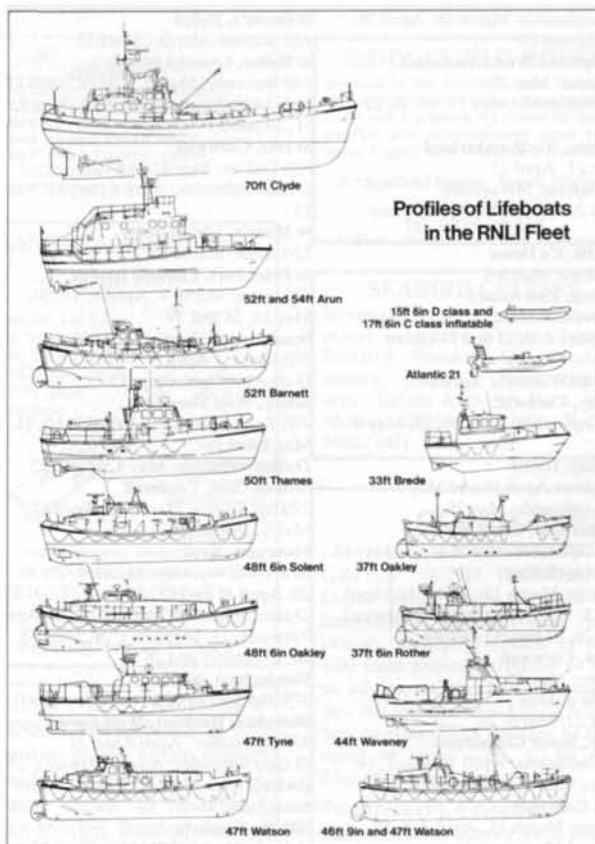
**Dunbar, East Lothian**  
47ft Watson: March 31

**Dungeness, Kent**  
37ft 6in Rother: May 3 and 28

**Dun Laoghaire, Co Dublin**  
44ft Waveney: April 26, May 25 (twice) and 26

**Dunmore East, Co Waterford**  
44ft Waveney: April 8

**Eastbourne, East Sussex**  
37ft 6in Rother: March 25, 29 and April 27  
D class inflatable: March 14, 29, April 2, 4, 12 (twice), 13, 21, May 12 and 31 (twice)



**Exmouth, South Devon**  
 33ft *Brede*: March 2 (twice), 16 (twice), 31 (twice), April 7 (four times), 27 and May 7  
*D class inflatable*: April 5, 8 (twice), May 5, 8 (twice), 26 and 30  
**Eyemouth, Berwickshire**  
 44ft *Waveney*: March 25, 29 and April 20  
**Falmouth, Cornwall**  
 52ft *Arun*: March 12, April 2 and May 26  
 18ft 6in *McLachlan*: March 12, April 6, 8 and May 26 (twice)  
**Filey, North Yorkshire**  
 37ft *Oakley*: March 27, April 8 and 22  
*D class inflatable*: March 30, April 8, 24, 25, May 24 and 29  
**Fishguard, Dyfed**  
 52ft *Arun*: May 18 (twice)  
**Flamborough, Humberside**  
 37ft *Oakley*: April 11 and May 12  
**Fleetwood, Lancashire**  
 44ft *Waveney*: April 23 (twice) and May 7  
*D class inflatable*: April 25, May 7 (twice), 8, 29 and 31  
**Flint, Clwyd**  
*D class inflatable*: March 9  
**Fowey, Cornwall**  
 33ft *Brede*: April 5 and May 7  
 Relief 33ft *Brede*: May 14 and 30  
**Fraserburgh, Aberdeenshire**  
 48ft 6in *Solent*: March 22 and May 6  
**Galway Bay, Co Galway**  
 52ft *Barnett*: March 12, 31, April 11, May 15 and 19  
**Girvan, Ayrshire**  
 Relief 33ft *Brede*: April 25  
**Great Yarmouth and Gorleston, Norfolk**  
 44ft *Waveney*: March 11 and May 17  
*Atlantic 21*: March 24, 31, April 7, 17, 25 and May 11  
**Hartlepool, Cleveland**  
 44ft *Waveney*: April 20, 21 and May 8  
*Atlantic 21*: March 26, April 20 and 25  
**Harwich, Essex**  
 44ft *Waveney*: March 8  
*Atlantic 21*: April 7, 12, May 25, 26 and 29  
**Hastings, East Sussex**  
 37ft *Oakley*: April 7  
*D class inflatable*: March 2, 31 and April 5  
**Hayling Island, Hampshire**  
*Atlantic 21*: March 20, April 2, 8, 14 (three times), 19, 27, May 5 (four times) and 27  
**Helensburgh, Dunbartonshire**  
*Atlantic 21*: March 26, April 14, May 5, 19 and 24  
**Holyhead, Gwynedd**  
 44ft *Waveney*: March 7 (twice), April 19 and May 17  
**Horton and Port Eynon, West Glamorgan**  
*D class inflatable*: April 20, May 5 and 12  
**Howth, Co Dublin**  
 47ft *Watson*: March 2 and April 23  
*D class inflatable*: April 3, 4, May 3 and 12  
**Humber, Humberside**  
 54ft *Arun*: March 9, 14, 25 and 27  
 Relief 52ft *Arun*: March 31 (twice), April 8, 10, 23, May 5, 9, 14, 19 and 27  
**Hunstanton, Norfolk**  
*Atlantic 21*: March 31 and May 5  
**Ilfracombe, North Devon**  
 37ft *Oakley*: April 4  
 Relief 37ft *Oakley*: May 6  
**Islay, Argyllshire**  
 50ft *Thames*: April 28, 29, May 14 and 19  
**Kilmore, Co Wexford**  
 37ft *Oakley*: March 13  
**Kinghorn, Fife**  
*D class inflatable*: May 23  
**Kippford, Kirkcudbrightshire**  
*D class inflatable*: May 29  
**Kirkcudbright, Kirkcudbrightshire**  
 37ft *Oakley*: May 5 and 25 (twice)  
**Kirkwall, Orkney**  
 70ft *Clyde*: May 12

**Largs, Ayrshire**  
*Atlantic 21*: March 19, 25, April 14, 16 (twice), May 12 (twice), 17 and 26  
**Lerwick, Shetland**  
 52ft *Arun*: March 5, 10, April 24, 28, May 2 and 29  
**Little and Broad Haven, Dyfed**  
*D class inflatable*: May 26 (three times) and 29  
**Littlehampton, West Sussex**  
*Atlantic 21*: March 16, April 4, 8 (twice), 17, 21 (twice), 27, May 4, 7, 12 (twice), 22, 25 and 26  
**Littlestone-on-Sea, Kent**  
*Atlantic 21*: March 21, April 4, 5, May 3 and 29  
**The Lizard-Cadgwith, Cornwall**  
 48ft 6in *Oakley*: April 4 and 7  
**Llandudno (Orme's Head), Gwynedd**  
 Relief 37ft *Oakley*: April 21 and May 24  
*D class inflatable*: April 8 (twice), 21, May 16, 20, 25 (twice), 28 (twice) and 30  
**Longhope, Orkney**  
 48ft 6in *Solent*: April 16  
**Lowestoft, Suffolk**  
 Relief 47ft *Watson*: March 30 and April 11  
 47ft *Watson*: April 28 and May 17  
**Lyne Regis, Dorset**  
*Atlantic 21*: March 6, 11, 24, April 6, 20, 27 (three times), May 9 and 28  
**Lymington, Hampshire**  
*Atlantic 21*: April 26 and May 12  
**Lytham-St Anne's, Lancashire**  
 47ft *Watson*: March 18 and April 23  
**Mallaig, Inverness-shire**  
 52ft *Arun*: April 7, 16, 29 (twice), May 18, 20 and 27  
**Margate, Kent**  
 37ft 6in *Rother*: April 7, 12, 23, May 13 (twice), 18 and 28  
*D class inflatable*: April 4, 7, 11, 12, May 13, 14, 26 (four times), 27 and 28  
**Minehead, Somerset**  
*Atlantic 21*: March 19 and April 21 (twice)  
**Moelfre, Gwynedd**  
 37ft 6in *Rother*: May 31  
*D class inflatable*: April 21 and 28  
**Montrose, Angus**  
 48ft 6in *Solent*: March 9  
**Morecambe, Lancashire**  
*D class inflatable*: April 8  
**Mudford, Dorset**  
*C class inflatable*: March 16, April 28, May 5, 26 and 27  
**The Mumbles, West Glamorgan**  
 47ft *Watson*: May 22  
*D class inflatable*: May 13, 18, 19, 22 and 29  
**Newbiggin, Northumberland**  
*Atlantic 21*: April 22  
**New Brighton, Merseyside**  
*Atlantic 21*: March 23, April 27 and May 4  
**Newcastle, Co Down**  
 37ft *Oakley*: March 8  
**Newhaven, East Sussex**  
 44ft *Waveney*: March 7, 24, 30, April 18, 20, May 4, 8, 23 and 31 (three times)  
 Relief 44ft *Waveney*: April 14  
**Newquay, Cornwall**  
*C class inflatable*: April 18, 25, May 4 and 24  
**New Quay, Dyfed**  
 37ft *Oakley*: April 18 and May 5  
*D class inflatable*: May 25  
**North Berwick, East Lothian**  
*D class inflatable*: March 31 and May 19  
**Oban, Argyllshire**  
 33ft *Brede*: March 11, 12, 13, 16, April 3, 5, 6, 8, 30, May 9 (twice), 14 (twice), 16, 25, 26, 27 (twice) and 30  
**Padstow, Cornwall**  
 47ft *Tyne*: May 25  
**Peel, Isle of Man**  
*Atlantic 21*: March 28  
**Penarth, South Glamorgan**  
*D class inflatable*: April 7 (twice), 14, 26 (twice) and May 30 (twice)  
**Penlee, Cornwall**  
 52ft *Arun*: March 31, April 2, 6, 27, May 6 and 12

**Plymouth, South Devon**  
 44ft *Waveney*: April 6 (twice) and 27  
**Poole, Dorset**  
 33ft *Brede*: March 29, April 14 and May 5 (three times)  
*Boston Whaler*: March 1, 23, 29, 31, April 8, 20, 21, May 1, 5 (four times) and 19  
**Portaferry, Co Down**  
*C class inflatable*: March 6 and May 4  
**Port Isaac, Cornwall**  
*D class inflatable*: April 6  
**Portpatrick, Wigtownshire**  
 47ft *Watson*: March 9, 29, April 24, 25, 29 and May 14  
**Portrush, Co Antrim**  
 52ft *Arun*: March 12, April 4, 11, 30 and May 5  
**Portsmouth (Langstone Harbour), Hampshire**  
*D class inflatable*: March 24, April 2 (twice), May 4, 5 and 15  
*Atlantic 21*: April 2 (twice), 6 (twice), 20 (twice), May 4 (twice), 5 (twice) and 12  
**Port St Mary, Isle of Man**  
 Relief 52ft *Arun*: March 12, 16 and April 27  
**Port Talbot, West Glamorgan**  
*D class inflatable*: April 25 and May 22  
**Pwllheli, Gwynedd**  
 37ft *Oakley*: March 23  
*D class inflatable*: May 28  
**Queensferry, West Lothian**  
*Atlantic 21*: March 10 and April 14  
**Ramsey, Isle of Man**  
 37ft *Oakley*: March 31, May 25 and 26 (twice)  
**Ramsgate, Kent**  
 44ft *Waveney*: April 5, 7, 11 (twice), 21, May 6, 13, 18 and 19  
*Atlantic 21*: March 25, 31, April 8, 21 (twice), 24, May 6, 27, 29 and 30  
**Redcar, Cleveland**  
 37ft *Oakley*: April 15  
**Rhyl, Clwyd**  
*D class inflatable*: May 9 and 26  
**Rye Harbour, East Sussex**  
*D class inflatable*: May 18  
**St Abbs, Berwickshire**  
*C class inflatable*: April 3  
**St Agnes, Cornwall**  
*D class inflatable*: May 30  
**St Bees, Cumbria**  
*D class inflatable*: March 17  
**St David's, Dyfed**  
 47ft *Watson*: March 22 and 25  
**St Helier, Channel Islands**  
 44ft *Waveney*: March 7, April 5 and 11  
 Relief 44ft *Waveney*: April 18, May 9, 11, 23 and 29  
**St Ives, Cornwall**  
 37ft *Oakley*: May 11 and 13  
*D class inflatable*: April 6 (twice), 9 and 13  
**St Mary's, Isles of Scilly**  
 52ft *Arun*: March 15  
**St Peter Port, Channel Islands**  
 52ft *Arun*: March 7, April 8, 15, 30, May 26, 28 and 29  
**Scarborough, North Yorkshire**  
 37ft *Oakley*: April 5  
*D class inflatable*: April 14  
**Selsey, West Sussex**  
 47ft *Tyne*: March 2, 9, April 9, 10, 11, May 4 and 11  
*D class inflatable*: May 4, 11 and 25  
**Sennen Cove, Cornwall**  
 37ft 6in *Rother*: March 16, April 17, May 6, 18 and 25  
**Sheerness, Kent**  
 Relief 44ft *Waveney*: March 9, 17, 18, 20, April 11 and 13  
*D class inflatable*: March 6, 9, 13, April 7 (twice), 13, 14 (twice), 28, May 10, 26, 27 (twice) and 28  
**Sheringham, Norfolk**  
 37ft *Oakley*: April 20 and May 13  
**Shoreham Harbour, West Sussex**  
 37ft 6in *Rother*: April 8 and 27  
*D class inflatable*: April 14 (twice), 27 (twice), May 12 (four times), 29 (five times) and 30  
**Silloth, Cumbria**  
*Atlantic 21*: April 21, May 9 and 31

**Skegness, Lincolnshire**  
*D class inflatable*: May 26 and 29  
**Southwold, Suffolk**  
*Atlantic 21*: May 5, 16, 26 and 31  
**Staithe and Runswick, North Yorkshire**  
*Atlantic 21*: April 7, 15 and May 23  
**Stornoway (Lewis), Ross-shire**  
 52ft *Arun*: March 15 and April 11  
**Stranraer, Wigtownshire**  
*D class inflatable*: May 19  
**Sunderland, Tyne and Wear**  
 47ft *Watson*: April 19  
*D class inflatable*: May 25 (twice)  
**Swanage, Dorset**  
 37ft 6in *Rother*: March 19, April 6, 27, May 5 (three times) and 6  
**Tenby, Dyfed**  
 46ft 9in *Watson*: March 23, 24, April 23 and May 3  
*D class inflatable*: March 24, April 22, 27 (twice), May 2, 4, 6 (twice), 29 and 31  
**Thurso, Caithness**  
 48ft 6in *Solent*: April 2  
 Relief 48ft 6in *Solent*: April 28 and 29  
**Tighnabruaich, Argyllshire**  
*D class inflatable*: April 12, May 3, 16 and 19 (twice)  
**Torbay, South Devon**  
 54ft *Arun*: March 3 (twice), 14, 20, 22, 24, April 9, 12, 13, 28 and May 25  
 18ft 6in *McLachlan*: April 17 (twice)  
**Trearddur Bay, Gwynedd**  
*D class inflatable*: April 6  
**Troon, Ayrshire**  
 44ft *Waveney*: March 16, 24, April 19, May 29 and 26  
**Tynemouth, Tyne and Wear**  
 52ft *Arun*: March 25 and April 19  
*D class inflatable*: March 10, May 3 and 19  
**Valentia, Co Kerry**  
 52ft *Arun*: March 14, 19, April 18, 25, 26 and 28  
**Walmer, Kent**  
 37ft 6in *Rother*: March 31 and April 28  
*D class inflatable*: March 31, April 7, May 28 and 30 (twice)  
**Walton and Frinton, Essex**  
 48ft 6in *Solent*: April 7 (twice), 28, May 4 and 26  
**Wells, Norfolk**  
 37ft *Oakley*: May 5  
*D class inflatable*: April 21 (twice)  
**West Kirby, Merseyside**  
*D class inflatable*: April 24 and May 5  
**West Mersea, Essex**  
*Atlantic 21*: March 27, 31 (twice), April 2 (twice), 6, 18, 28, May 1, 5 (three times), 11, 18, 19 and 24  
**Weston-super-Mare, Avon**  
*Atlantic 21*: April 16, 23, May 5 and 6  
*D class inflatable*: May 4, 5, 6, 11, 13 and 20  
**Weymouth, Dorset**  
 54ft *Arun*: March 11, April 5, 15, 27 and May 12  
**Whitby, North Yorkshire**  
 Relief 44ft *Waveney*: March 19, April 9 and 27  
*D class inflatable*: March 19 and April 12  
**Whitstable, Kent**  
*Atlantic 21*: March 19, 29 and April 7, 21, May 9 and 27  
**Withernsea, Humberside**  
*D class inflatable*: March 31 and April 24  
**Workington, Cumbria**  
 Relief 46ft 9in *Watson*: March 26 and April 11  
 47ft *Watson*: May 29  
**Yarmouth, Isle of Wight**  
 52ft *Arun*: April 6, 8 and May 31  
**Youghal, Co Cork**  
*Atlantic 21*: April 1

**On Passage**  
 44ft *Waveney ON 1034*: April 20  
 33ft *Brede ON 1105*: May 11  
 47ft *Tyne ON 1075*: May 25





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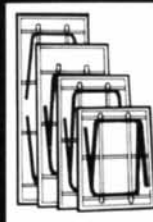
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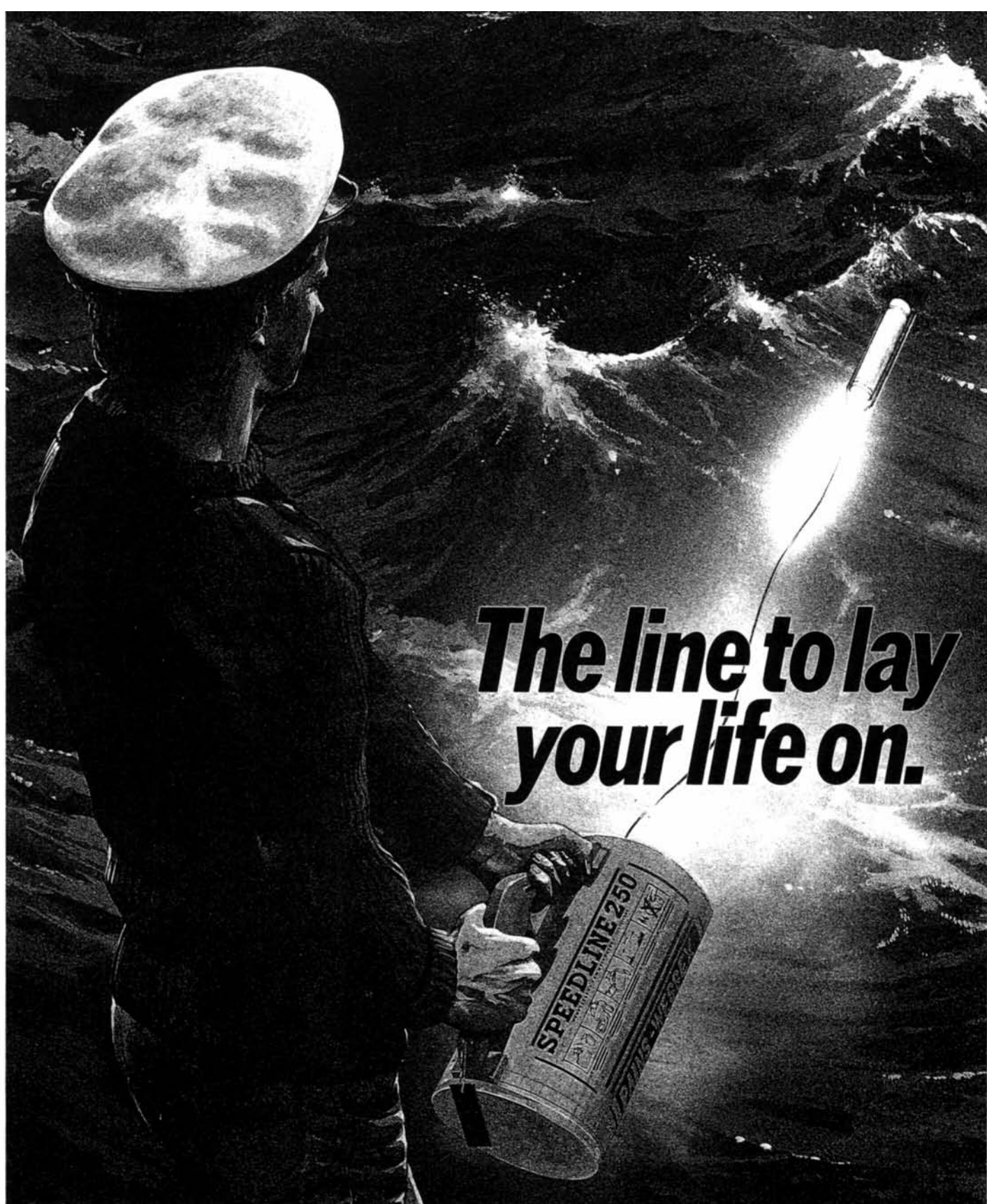
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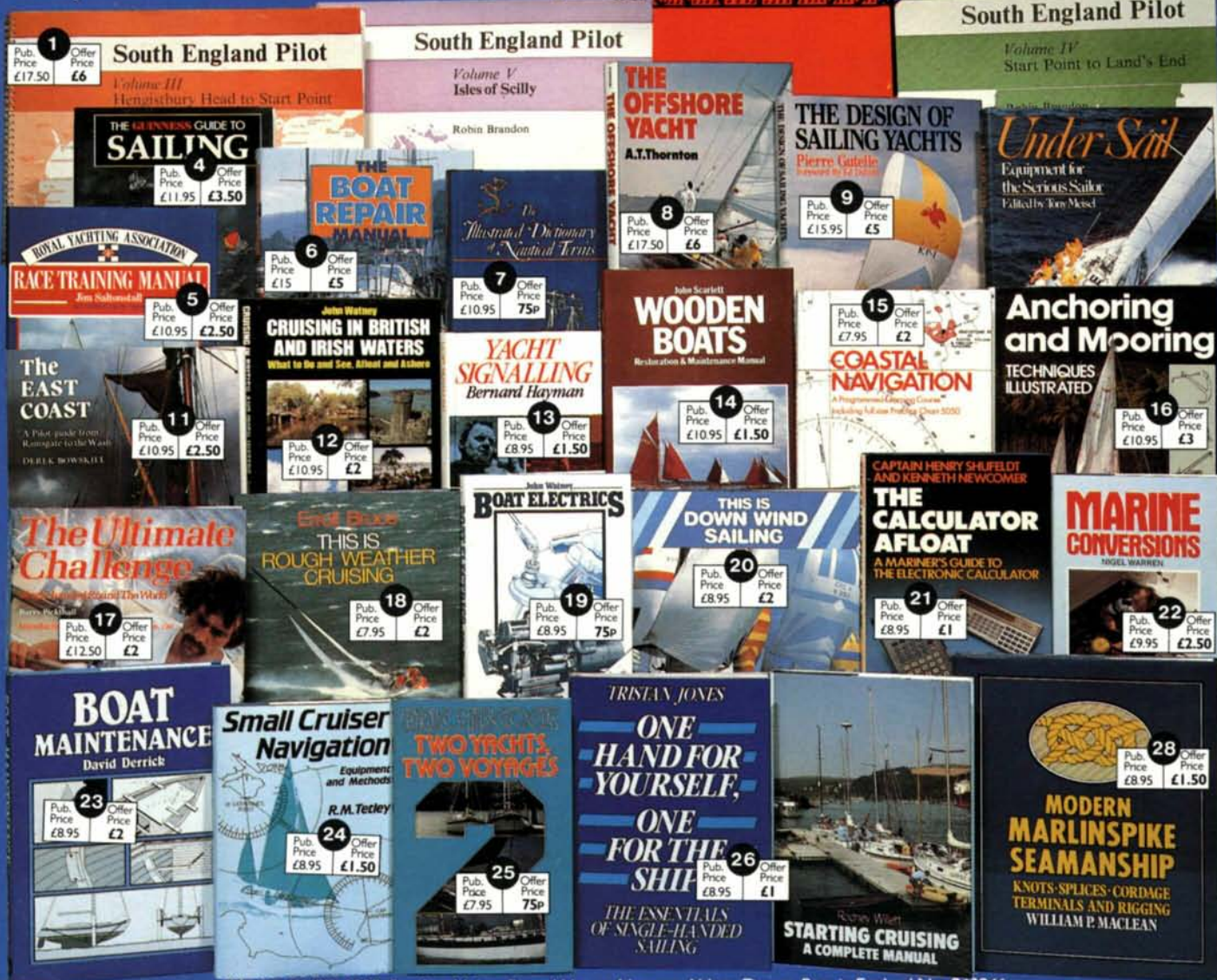
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