



The Lifeboat

Winter 1985/6	Rugged in the extreme: Thurso and Wick
30p	Fast carriage boat takes shape
	Summertime gales



REVOLUTIONARY INVESTMENT CONCEPT

Why invest in just ONE investment company, when you could invest in the pick of the best?

Imagine an investment that produces 41.3% growth. Or 28.4%. In just 6 months!

Even at half these figures, these would be exceptional results. Yet they are actual returns. Not from obscure shares in out-of-the-way markets, but from two leading Unit Trusts. (Source: Planned Savings, July 1985.)

With over 700 Unit Trusts to choose from, what chance have you got of picking the best?

THIS IS YOUR CHANCE: the opportunity to invest in the new MLA Five Star Fund. The first fund to invest in Unit Trusts, Investment Trusts and Mutual Funds – world-wide.

Not just an investment in shares – nor in specialist markets. But in investment expertise.

It's so simple – when you know how! MLA's experienced team of investment managers know world markets well. They can identify the most promising areas as they develop – and move into them quickly. For the Five Star Fund they will pick the experts world-wide – invest in the specialists who manage the Unit Trusts, Investment Trusts and Mutual Funds poised for growth. The new MLA Five Star Fund is going for the real high-flyers.

MLA's fund managers are already responsible for the huge success of MLA General Trust – the top performer of ALL UK Trusts over 7 years. It has grown on average 32% a year for 9 years.

MLA International Trust has been firmly in the "Top 20" in its sector over two years.

Of course unit values can fall as well as rise, and past performance cannot necessarily be taken as a guarantee for the future. But, by any standard, the performance of



The new MLA Five Star Fund links your investment to a portfolio of the top Unit Trust companies, Investment Trusts and Mutual Funds world-wide

the MLA management team is well above average.

The MLA Five Star Fund portfolio will be spread wide. Additionally, investors can opt from time to time to move investments into a cash fund, the MLA Munifund, investing in short-term fixed interest securities.

Official launch.
Investment allocations up to 102½%.

An important note of caution

Every one of the investment vehicles selected for the MLA Five Star Fund is potentially volatile. Whilst spreading the portfolio will tend to even out the peaks and troughs, these are still high-risk investments and we recommend that you only commit a part of your investments or savings to the MLA Five Star Strategic Investment.

Brian Stuart, Group Investment Manager, comments: "We can stand back and select markets which have potential for doing well. It may be Hong Kong, Japan or Australia."



Invest in the MLA Five Star Fund – through the MLA Five Star Strategic Investment.

The MLA Five Star Strategic Investment is your way in. You can invest MONTHLY – or with a single LUMP SUM.

A Tax-Free Cash Sum in only 10 years ... or less

Regular savings into the MLA Five Star Strategic Investment are designed to build up a cash sum for you in 10 years or less. You can withdraw part of your cash fund each year to provide TAX-FREE INCOME.

As a lump sum investor you can choose to go for growth or income. You can withdraw all or part of your investment at any time.

High Investment Allocations

Investors with £10,000 or more receive unit allocations as high as 102½%.

Up to now you couldn't hope to make the most of the really big international opportunities. Now you can!

The important thing is to act now.

Get in "on the ground floor".

A BONUS FOR YOU When you reply now you reserve the right, when you become an investor, to one year's Free Subscription to "Planned Savings" – the investment magazine read by professional advisors.

Reply now – you make no commitment, and no MLA salesman will call or phone.

Municipal Life Assurance, 99-100 Sandling Road, Maidstone, Kent. ME14 1XX.
Tel no. 0622 671977



About MLA

Municipal Life Assurance is part of the Municipal Insurance Group. The Group's specialist investment team look after the management of over £600 million of assets.

The MLA Five Star Strategic Investment has already attracted over £10 million in investment by launch day.

Every investment in the MLA Five Star Strategic Investment provides a financial contribution to the work of the RNLI, which is supported by MLA.



SUPPORTING THE LIFEBOATS

ENQUIRY FORM

YES, I am interested in the MLA Five Star Strategic Investment, and how it can link my investment to world-wide opportunities for growth.

Please send me full details and an investment application.

I understand replying now entitles me to a free subscription to "Planned Savings" magazine when I become an investor.

Name _____

Address _____

Postcode _____ Tel. No. _____

Name and address of your financial advisor (if any) _____

Reply to: Municipal Life Assurance, FREEPOST, Maidstone, Kent. ME14 1BR (No stamp required).

Reg. Office: 22 Old Queen Street, Westminster SW1 Reg. No. 58469 England

RNLI 1 86



Contents

Volume XLIX Number 494

Chairman:
THE DUKE OF ATHOLL

Director and Secretary:
REAR ADMIRAL W J GRAHAM CB MNI

Editor:
EDWARD WAKE-WALKER

Headquarters:
Royal National Lifeboat Institution,
West Quay Road, Poole, Dorset BH15
1HZ (Telephone Poole (0202) 671133).
Telex: 41328.

London Offices:
Royal National Lifeboat Institution,
202 Lambeth Road, London SE1 7JW
(Telephone 01-928 4236).

Advertisement Manager:
COLIN PEGLEY
Jackson-Rudd & Associates, Oldebourne
House, 46-47 Chancery Lane, London
WC2A 1JB (Telephone 01-405 3611/2
and 405 2860).

Printers:
The Friary Press, Bridport Road,
Dorchester, Dorset.

COVER PICTURE

A night launch of Hoylake's 37ft 6in Rother class lifeboat, Mary Gabriel. Hoylake is one of the RNLI's 23 stations where a lifeboat over ten metres in length is launched by tractor and carriage. The tractor in this picture is the first of a new type of tractor specifically designed for the task of launching carriage lifeboats. It is fully waterproof and is driven by a diesel hydraulic system using a 200hp Caterpillar 3208 NA engine. The photograph was kindly supplied by M. A. Bigland (Preparations) Ltd of Knighton, Powys, who built and developed the tractor in co-operation with the RNLI.

RNLI News 254

Lifeboat Services 256



Rugged in the Extreme.
Caithness Lifeboat Stations:
Thurso and Wick by Joan Davies 263

Shoreline 269



Fast from a Carriage. The fast
carriage lifeboat takes shape..... 270

Ceremonies 272

Letters 273

People and Places 274

Books 277

The Lifeboat Service – past and present 278

The Fund Raisers 279

Lifeboat Services, June and July 1985 285

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

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

January. News items for the Summer issue should be sent in by the end of April.

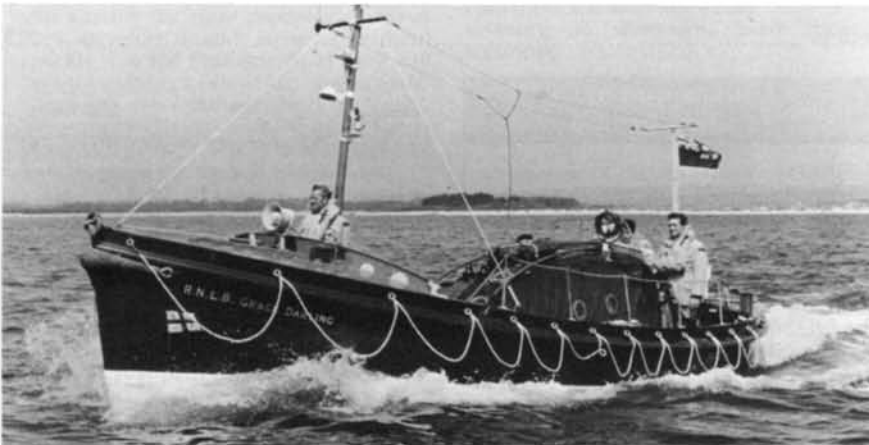
Editorial: All material submitted for consideration with a view to publication in the journal should be addressed to the editor, THE LIFEBOAT, Royal National Lifeboat Institution, West Quay Road, Poole, Dorset BH15 1HZ (Telephone Poole (0202) 671133). Photographs intended for return should be accompanied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

RNLI NEWS



Hail . . . to the new 52ft Arun class lifeboat, City of Belfast (above), recently stationed at Donaghadee, County Down. So far, some £173,000 of the £390,000 it cost to build her has been defrayed by a special appeal launched by the Lord Mayor of Belfast and the Chairman of Belfast Harbour Commissioners to every man, woman and child in Northern Ireland. City of Belfast is the 33rd Arun class to enter the RNLI's fleet and there are three more currently under construction

. . . and farewell to the 35ft 6in Liverpool class lifeboat, a class which has served the RNLI, both as a pulling and sailing lifeboat and then as a motor lifeboat, since the mid 1800s. Grace Darling (below), built in 1954, the last of her type in RNLI service, sailed from Arklow, Co Wicklow, in October to take up permanent residence at the National Lifeboat Museum in Bristol. She served first at North Sunderland, then at Flamborough and finally at Youghal, Co Cork until 1984.



AGM 1986. Governors please note

The RNLI's annual meetings for 1986 will take place on Tuesday May 13 at the South Bank, London. The governor's annual general meeting will be held in the Queen Elizabeth Hall at 11.30 am and the annual presentation of awards to lifeboatmen and honorary workers will take place at 3.00 pm in the Royal Festival Hall.

All governors of the RNLI should find an application form enclosed in this issue for both the morning and afternoon meetings. If, by any chance, there is no application form enclosed and you are a governor wishing to attend either meeting, please write to the Director, RNLI, West Quay Road, Poole, Dorset,

BH15 1HZ, giving your requirements. To save postage, there is no need to return the form if you do not wish to attend either meeting, or to receive a copy of the annual report and accounts.

Branches and guilds will receive details about how to apply for tickets for the afternoon presentation of awards from their regional offices in the usual way. Other supporters of the RNLI who wish to attend the presentation should write to the Director at RNLI Headquarters, Poole.

Open Days '86

The RNLI headquarters and depot at Poole will be throwing open its doors once more to the public next July. This is a golden opportunity for everyone

who has an interest in lifeboats to head for Dorset and be shown the workings of headquarters which supplies the back-up to the 200 lifeboat stations and 2,000 fund raising branches of the RNLI. As well as static displays and guided tours, there will be lifeboats to look over and demonstrations by some of the most modern lifeboats off the depot quay. **Open Days are from 10 am to 6 pm on Friday 25 and Saturday 26 July 1986.**

Lifeboat rescues ex-PM

Mr Charles Haughey, the leader of Eire's Fianna Fail opposition party and former prime minister, was rescued by Baltimore lifeboat last September after his 40 foot yacht struck a rock in thick fog and sank near Mizzen Head. Mr Haughey, his son and three other crew members took to a liferaft and dinghy and were eventually picked up, unharmed, three hours later.

Colour on parade

The RNLI ceremonial colour received its dedication during the Annual Service of the Sea at Poole Parish Church on Sunday October 27, 1985. The dedication was performed by Canon John Potter, Rector of Poole parish, and the colour paraded by Coxswain Victor Marsh of Swanage with lifeboatmen John Buckby of Poole and John Batchelor of Mudeford as escorts.

Eleven days earlier on Wednesday October 16, the RNLI colour was paraded at the Annual Service for Seafarers at St Paul's Cathedral, London by Coxswain Joe Martin of Hastings, escorted by two of his crew members, Charles Sharrod and Graham Furness. Also present at the service were Coxswain Graham Cole and Crew Member Paul Metcalfe from Eastbourne and Crew Members Colin Maltby and Alan Young of Brighton.

Man of the year

Coxswain Donnie McKay of Wick lifeboat station who in May 1985 was presented with the RNLI's bronze medal for bravery after rescuing three men and their coble from among rocks in a gale has received a further accolade. He was selected as one of the Men of the Year and received his award at the annual luncheon at the Savoy Hotel on November 6.

Nautical awards

Three lifeboat crews were also entertained to lunch at the Savoy Hotel, London on November 19 as nominees for this year's Silk Cut Nautical Awards. Second Coxswain Thomas Devenny of Troon lifeboat and his crew were nominated for the outstanding seamanship award for saving the fishing boat *Golden Years* and her crew in a force 11 storm in October 1984 (full report Summer 1985 issue). For the same award Oban coxswain Patrick Maclean and his crew were also nominated for rescuing eight crewmen from



View of the past: 'Hurry to the Rescue', a watercolour by George Owen dated 1893 and just one of the hundreds of exhibits at Sotheby's maritime exhibition Rule Britannia which runs from January 2 to 29, 1986 (closed January 6). The public are invited to view paintings, porcelain, silver, medals, glass, furniture, presentation swords and other collectors' items all of which have been loaned and which represent 400 years of Britain's maritime heritage. The exhibition is being staged in aid of the RNLI and is open from 9.00 am to 5.30 pm, Monday to Saturday and from 2.30 pm to 5.30 pm on Sundays. Admission is in the form of a minimum £1 donation to the RNLI.



Liberian thanks: a January night in 1984 when St Peter Port, Guernsey, lifeboat managed to save nine men from a ship's lifeboat after their Liberian freighter Radient Med had sunk in a force 9 gale, led to a presentation in London in November. A special commendation from the Liberian government and certificates were handed to the men who crewed St Peter Port lifeboat on that night. Photographed at the ceremony (standing l to r) are Coxswain Peter Bougourd, Mechanic Robert Vowles, Crew Member Michael Guille, Assistant Mechanic Alan Martel, Second Coxswain Peter Bisson, Crew Member Richard Hamon and Liberian USA representative, Alan Davies. Seated (l to r) are: Liberian Commissioner, Mr Philip Bowen, Rear Admiral W. J. Graham, RNLI director, Captain John Pettit, St Peter Port honorary secretary, Liberian Ambassador, the Hon. Willie Givens and deputy commissioner, Mr George Cooper. Michael Scales, the then coxswain, who received the RNLI bronze medal for the service, was unable to attend the ceremony.

photograph by courtesy of Brian Green

the grounded fishing boat *Shemara* in January 1985 (full report Summer 1985 issue). Although neither won the main award, Oban received a special medal for their service. The Royal Navy air-crewman, Larry Slater, who was winched down to the yacht *Drum England* and who dived underneath the upturned hull to rescue, amongst others, pop star Simon le Bon, won the award for outstanding rescue. Helmsman Alan Clarke of Hunstanton lifeboat and his crew, however, also received a special award in this category for their bronze medal rescue of a windsurfer in very shallow water and strong winds last March (full report Autumn 1985 issue).

Whale saved

An 18ft minke whale chose the right day to get stranded on the beach at St

Helens, Rosslare Harbour last September. The whale was in some distress as, although the tide was rising when it was discovered by local people, it could scarcely breathe with the weight of its body pressing down on its lungs.

As good fortune would have it, Rosslare Harbour's Arun class lifeboat, *St Brendan*, was exercising that evening nearby and, told of the animal's plight, came inshore and launched her inflatable. Crew Members Seamus McCormack and Declan Mallon stood in the water, chest deep, and on each rising wave pushed the whale's body seaward. Finally, it was fully afloat and swam off with great flaps of its tail into the darkness.

Later, on her way back to station, the lifeboat picked out the whale in her spotlight, swimming strongly towards Tuskar rock and the open sea.



Royal visit: The Duchess of Kent paid a visit to Wells lifeboat station on October 4 and was shown over the station's two lifeboats by Coxswain David Cox BEM (l) who holds both silver and bronze bravery medals and who has been coxswain for 25 years. The Duchess, whose husband is President of the RNLI, was introduced to Wells lifeboat crew, station officials and local fund raisers. Walking behind Coxswain Cox is station honorary secretary, David Case and behind him, divisional inspector for the east, Thomas Nutman.

photograph by courtesy of Campbell MacCallum

NEWS POINT

ALL ROUND APPRECIATION

Award ceremonies always catch the public eye and in recent years lifeboatmen have understandably been singled out by an increasing number of organisations outside the RNLI who wish to recognise feats of skilful rescue and bravery. Recipients of such awards are often heard to explain that their achievement was only possible through the efforts of the team that supported them, both at sea and on land.

Moreover, these awards only represent the tip of a very large iceberg and examples of patience, seamanship and courage are witnessed daily at lifeboat stations all round the coast. It is in the nature of the world that only the most dramatic rescues receive widespread attention but, particularly during these long winter nights when gales have the added menace of intense cold, supporters of the RNLI should remember that in many ways it is simply a lifeboatman's readiness to put to sea whenever the call goes out that deserves the highest praise.

LIFEBOAT SERVICES

South West Division

French yachtsmen saved

SECOND COXSWAIN Peter Bisson was in command when **St Peter Port's** 52ft Arun class lifeboat, *Sir William Arnold*, slipped her moorings at 0950 on the morning of Sunday August 11, 1985. A report had been received from a cliff top observer that a yacht anchored below the cliffs at Corbière was in difficulties.

A strong gale, force 9, was blowing from the south and as the lifeboat cleared the harbour speed had to be reduced as she met high seas and swell. The tide was ebbing to the south at two knots and heavy rain squalls reduced visibility to a quarter of a mile.

The lifeboat was shipping heavy seas overall as she steamed south from the harbour. When she was three cables clear of St Martins Point the acting coxswain altered course to 260°M and increased speed to full ahead. As she passed four cables to the south of Icart Point the crew saw a red parachute flare. Then a red hand flare was sighted just to the east of La Corbière; Peter Bisson altered course to pass clear of the many breaking rocks in the area and at 1015 began to approach the yacht in distress.

RNLB *Sir William Arnold*



She was a 20ft French yacht, *Matam II*, with three people on board. She had tried to sail clear of the land using her 7 HP outboard motor but had become embayed so had used her Danforth anchor with 15 metres of chain and 25 metres of nylon rope to avoid being cast ashore. The force 8-9 southerly gale and a tidal flow of 1½ knots to the east was creating a heavy breaking sea and a swell of 20 to 25 feet. A heavy backwash from the cliffs caused the yacht to lie beam on to the shore, first one way then the other as she was snubbed around on her anchor, plunging heavily.

Where the yacht lay, the bottom shelves steeply, so the lifeboat approached bow first, stern to sea (keeping the propellers in deep water) and, avoiding the many rockheads in the area, manoeuvred to within 15ft of the yacht's 8ft bowsprit. The heaving line was thrown and one of the yachtsmen, despite instructions to the contrary, secured the heaving line itself to the mast and then returned at once to the cockpit.

Immediately the line parted and it soon became clear to the lifeboat crew that the yachtsmen were going to stay in the cockpit, unable to help themselves any further. Acting Coxswain Bisson realised, with a rising tide, that the yacht's anchor was becoming less and less effective and that he needed to get a lifeboatman aboard her without delay.

As seas washed over the lifeboat's stern, the Y class inflatable, carried aboard, was launched with Assistant Mechanic Alan Martel at the helm and Crew Members Richard Hamon and Michael Guille on board. The Y boat was taken alongside the yacht with some difficulty in the broken water and Crew Member Guille boarded over her port side. He crawled forward on the yacht and caught the heaving line thrown from the lifeboat which Peter Bisson had again manoeuvred, stern to sea, to within 15 feet of the yacht. Guille pulled in the tow line, secured it round the base of the mast and snatched it off at the forward fairlead.

The lifeboat, with towline secured on her foredeck, moved clear and held position while the Y boat was recovered. Then, as the lifeboat took the strain, Michael Guille cut the yacht's anchor rope. Slowly she was towed clear until some two cables from the shore. The towline was then transferred to the stern of the lifeboat and the tow began at four knots on a course of 100°M to clear the land. The time was now 1046.

The lifeboat cleared St Martins Point at three cables, altered course to 005°M and increased speed to six knots. By 1141 she and the yacht were back in St Peter Port harbour where the yacht was moored in Victoria Marina. St John's Ambulance officers took care of those on board and the lifeboat was refuelled and returned to her mooring, ready again for service at 1200.

Following this service a bar to his bronze medal was awarded to Second Coxswain Peter Bisson. Assistant Mechanic Alan Martel and Crew Member Michael Guille were presented with the thanks of the Institution on vellum and bronze medal service certificates were presented to Motor Mechanic Robert Vowles, and Crew Members John Webster, John Bougourd, Keith Martel, Richard Hamon, Anthony White and John Le Page.

South East Division

Motor cruiser stranded

ON THE AFTERNOON OF Sunday August 11, 1985, Mr Anthony Wylie, the watchman of the east pierhead at Ramsgate, was following the progress of a 16ft motor cruiser. She was approaching the harbour from the south, having left the River Stour. The weather was fine but the wind was blowing southerly gale force 8, gusting 10, and there were heavy seas breaking throughout the harbour approaches. The tide was running southerly with high water predicted some six hours later.

Just before the motor cruiser had reached the new breakwater her main outboard engine appeared to fail and one of her occupants began trying to start a smaller outboard engine that was alongside the main engine. Years of experience told the watchman that



Ramsgate's Atlantic 21 Lifeboat

there was every chance that the second engine would fail and he immediately contacted the lifeboat station.

Ten minutes later, at 1355, **Ramsgate's** Atlantic 21 rigid inflatable lifeboat, *Ramsgate Enterprise*, had been launched by davit into the harbour and was heading for the harbour entrance with Helmsman Timothy Hurst and Crew Members John Cheeseman, Raymond Noble and Steven Mitchell aboard.

Meanwhile, the motor cruiser could be seen from the pierhead lookout to have been driven down on to the unfinished inner end of the new stone breakwater. Her two occupants had started firing red flares as the boat struck the exposed and jagged stonework. Helmsman Timothy Hurst steered the lifeboat between the shore and the breakwater and then turned down wind as soon as he was on the weather side of the motor cruiser.

It became immediately apparent to the lifeboat crew how dangerous a predicament the motor boat was in; every sea was driving her broadside on to the upper level of stonework and as the waves subsided, the boat dropped back into the water in a series of heavy crashing steps over the stones. They could also see that both of the boat's occupants were wearing buoyancy

aids and that one of them was a small boy who had been moved into the forward cabin.

The helmsman had first intended to drop anchor and veer down to the motor boat (something practised regularly at the station for just such an occasion) but he very quickly realised that there was no time for such a drill. He also realised that the construction of the new breakwater meant that there was heavy stonework just below the surface, some feet from where the structure showed above the waterline. He doubted therefore whether he could get close enough to reach the two occupants.

As the lifeboat approached the motor boat, bow first, her engines were being continually submerged by heavy seas. A crew member kept stern lookout, telling the helmsman every time a sea was about to overtake the lifeboat. Sea and swell were regularly reaching a height of six feet.

It was now 1358 and just at this moment one of the lifeboat's engines stopped as the helmsman was engaging astern gear. Fortunately, it started again at the first attempt and the approach continued until the third and fourth crew members, in the bow, were able to cast a line to the casualty. The adult on board the motor cruiser managed to hold the line and to secure it to the main outboard engine aft.

Helmsman Hurst waited for a large sea to refloat the motor boat and then put both engines astern and drew the casualty against the seas into deeper water. While this was going on, the entire hull of the lifeboat was submerged so that the crew found themselves up to their knees in water.

With the tow in deeper and slightly calmer water the lifeboat crew had hoped to be able to re-fasten the towline to the forward end of the motor boat. But the man aboard her was reluctant to climb over the cabin top or leave his son alone, so the line was kept on the stern. The lifeboat crew transferred their end of the line to the lifeboat's stern towing position and slowly the motor boat was taken into Ramsgate Harbour.

It had first been thought that the motor cruiser was still sound but, as she was being secured alongside, it became clear that she was rapidly taking water. The survivors were landed and she was then lifted from the water by shore crane; there was a split in her hull

running from the forward chine to the transom.

The lifeboat was back alongside her berth at 1420 and was rehoused and ready for service at 1539.

Following this service, the thanks of the Institution inscribed on vellum were presented to Helmsman Timothy Hurst and vellum service certificates were presented to Crew Members John Cheeseman, Steven Mitchell and Raymond Noble.

South West Division

Speedboat sinks

ON THE MORNING of Easter Sunday April 7, 1985, Brixham coastguard received a report from a member of the public that a speedboat had sunk on Pole Sands and that there were some people in the water. Fifteen minutes later, at 1120, **Exmouth** lifeboat the 33ft Brede class, *Caroline Finch*, slipped her mooring and headed out to sea with Coxswain Keith Graham at the helm.

A southerly near gale, force 7, was blowing, it was raining but visibility was clear. Two hours had passed since high water and, even at the mooring, wind against tide was giving rise to three foot



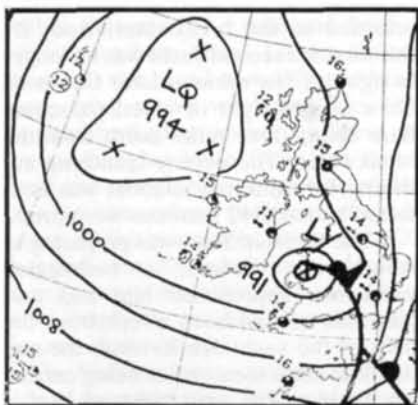
Coxswain Keith Graham

waves. Crossing the bar, Coxswain Graham eased back from full speed and then steered the lifeboat towards the waters around Warren Sands at the north end of Pole Sands.

When nothing was found the lifeboat headed along a course of 130°M down the deep water channel where she crossed the foot of the bar and began to search the southern expanse of Pole Sands. By now, with the force 7 southerly wind over an ebbing tide and moderate swell, the lifeboat was meeting eight foot breaking waves.

At 1140 three people were spotted in the water; as the coxswain manoeuvred the lifeboat to within ten feet of them the crew could see that one man was supporting two teenage girls, one of whom seemed unconscious. None of them was wearing a lifejacket.

The height of the waves meant that to take the lifeboat any closer would endanger the people in the water.



NOON, SUNDAY AUGUST 11, 1985

The London Weather Centre reports that gusts of 60 knots were reported at Blackpool, The Mumbles and Brixham on this tempestuous summer's day. The storms forced many yachts to retire from the Fastnet race which was in progress and three of the lifeboat services reported on these pages also took place on this day. Poole lifeboat station was called upon no fewer than five times and within the 24 hour period there were 63 services by 39 lifeboat stations during which 71 lives were saved.

Instead, Crew Member Geoffrey Ingram volunteered to enter the water; with his lifejacket fully inflated he was able to give immediate support to the two teenage girls. The man, relieved of his burden, swam to the scrambling net at the starboard side of the lifeboat which was heading south west and providing a lee. The man found that he was too exhausted to climb the scrambling net so Crew Member Bertram Thomas also entered the water at the foot of the net to help him on board.

Meanwhile, Crew Member Ingram continued to hold the two girls up and at the same time brought them towards the lifeboat's side. Within seconds they were hoisted aboard by Coxswain Graham and Mechanic Timothy Mock while the two crew members in the water helped from the foot of the scrambling net. They, too, then re-boarded the lifeboat.

At 1152 a Royal Air Force helicopter arrived at the lifeboat's position; because of the poor condition of the unconscious girl it was decided that she should be lifted into the helicopter in a stretcher so that she could be taken to Torbay Hospital without delay. The tricky manoeuvre in the high seas was completed and the lifeboat then turned for home at full speed with the remaining two conscious survivors aboard.

The crew kept them warm and comfortable, but they were in a state of shock, thought to be hypothermic and both were vomiting violently during the return passage. The ferry steps below Exmouth lifeboathouse were reached at 1225 where the survivors were immediately transferred to a waiting ambulance.

The accident had happened when their 17ft speedboat planed up vertically on striking a large wave and then sank, transom-first, on re-entering the water, plunging the three occupants, without lifejackets, into the 47°F sea.

For this service Coxswain Keith Graham was presented with the Institution's thanks on vellum while vellum service certificates were presented to Second Coxswain/Mechanic Timothy Mock, and Crew Members Geoffrey Ingram and Bertram Thomas.

South East Division

Trawler sinking

LATE ON THE NIGHT of Thursday June 6, 1985, the 53ft Dutch trawler *Lindfar* radioed Thames coastguard to say that she was aground, holed and taking water on the northern Gunfleet Sands. The honorary secretary of **Walton and Frinton** lifeboat station was alerted and 17 minutes later, at 2301, the relief 47ft Watson class lifeboat, *T.G.B.*, on temporary duty at Walton and Frinton, cleared her moorings off Walton pier and set a course south south east at full speed.

The weather was poor; there was heavy rain and a strong north-north-easterly breeze, force 6. A helicopter from RAF Manston, which had also been alerted by the coastguard, was grounded because of the wind and rain.

At 2318 Coxswain Dennis Finch, in command of the lifeboat, asked the trawler to fire a flare to show her position. Although the outward passage was in moderate sea, he knew that once he was near the shoal areas the sea would be worse and he wanted to head for the correct position on the Sands at the first attempt.

Eight minutes later the lifeboat received a message that the sand dredger *Bow Knight* was standing by one mile to the south of the trawler but, being in the East Swin channel, could not close because of her draft. Soon the lifeboat



Coxswain Dennis Finch.

photograph by courtesy of Terry Weeden

was close to the shoaling area and, in the confused four to six foot seas, began to bottom on the sands. The trawler came into sight, hard aground, heading southward and already awash to the gunwales. Coxswain Finch realised how little time he had and drove the lifeboat on to the sands against the trawler's starboard side, actually riding on to her gunwale and deck ahead of the wheelhouse.

There were six people on board (two of them women) and they were lifted, one by one, over the lifeboat's port bow; they were all wearing lifejackets. All the time quartering seas were washing over the lifeboat and she was bottoming heavily. As soon as Second Coxswain Robert Kemp signalled from the foredeck that all survivors were safely aboard, Coxswain Finch waited for a large sea and then drove the lifeboat full astern into deeper water.

By 2339 the lifeboat was clear and set a course for Walton, just as the trawler sank from sight. All the survivors were very cold and shocked; they were all attended by the crew and wrapped in blankets. One of the women said that she was pregnant and that she feared she had suffered abdominal injury as she had been lifted aboard. The honorary medical adviser and an ambulance were summoned by radio to meet the lifeboat on her return.

Coxswain Finch knew that it would be too rough to land survivors at the pier and so he set course for Walton Backwaters. Although uneventful, the return trip was uncomfortable with short steep seas and limited visibility in the rain. By 0115 the survivors had been landed at Titchmarsh Marina in the Backwaters and the injured woman, accompanied by one of the men, was taken to hospital in Colchester, the rest going to local accommodation for the night.

At the turn of the tide at 0350 the lifeboat left the marina to return to her mooring off the pier. She arrived at 0445, was refuelled and ready for service by 0515. The only damage she had suffered was slight abrasions on her paintwork where she had landed on the casualty.

Following this service the thanks of the Institution, inscribed on vellum were presented to Coxswain Dennis Finch and vellum service certificates were presented to Second Coxswain Robert Kemp, Assistant Mechanic Keith Richardson and Crew Members Owen Bloom, Bryan Ward, Brian Oxley, Gary Edwards and Stephen Moore.

South West Division

Yacht swept out to sea

AN UNMANNED YACHT, *Xepha*, had broken adrift in Braye Harbour, Alderney, on the evening of Sunday May 5, 1985, and Coxswain Stephen Shaw of **Alderney** lifeboat, who is also the deputy harbour master, was aboard the harbour launch towing the yacht back to her mooring. As he passed the breakwater head he saw that another yacht was being carried seawards; someone on board was flashing a hand torch at him.

The first yacht was secured to a mooring and the harbour launch then returned to the breakwater head. By this time the second yacht was no longer in sight. A few minutes later Coxswain Shaw caught sight of a red parachute flare about three miles north from the breakwater. The deputy launching authority for Alderney lifeboat was contacted and at 2152 maroons were fired.

While Stephen Shaw was preparing to launch the lifeboat, a bedraggled yachtsman approached him and told him that he had been swept from the deck of the yacht *Sea Kevalar*, the one that had been seen earlier being carried out to sea. The man believed that it must be his yacht which was now in distress and firing flares. She had put out originally to assist the yacht *Xepha* but had developed a fire in her electrical circuit. On board were still an instructor and eight trainee yacht masters and she was being swept out to sea by a strong south westerly wind and spring tide with neither power nor electricity.

At 2200 Alderney lifeboat, the 33ft Brede class, *Foresters Future*, was under way at full speed and heading for the



Alderney lifeboat in Braye Harbour.

photograph by courtesy of Filippo Rizzuto

harbour entrance. High water springs had occurred at 2036 and a north-going tide was now flowing at about $2\frac{1}{4}$ knots. Heavy rain squalls raised the wind from south-westerly force 5 to near gale force 7 and this helped to create a steep breaking sea. Visibility between the squalls was about four miles.

The lifeboat headed due north from the breakwater head and to the north of the Swinge channel Coxswain Shaw had to reduce his engine speed in some particularly heavy overfalls. The radar could not pick any targets in the steep seas but at 2210 a red flare was seen on a bearing of 350° M and the lifeboat altered course accordingly.

The lifeboat was some three miles north of Alderney and still without a target on the radar when the coxswain ordered a hand-held maroon to be fired. There was no response from the run-away yacht. (It was later learned that she had seen the maroon but had, by then, used up all her flares). Four miles out from Alderney and the lifeboat's radar began to show a target two miles away.

The lifeboat closed the target to within a quarter of a mile and fired a white parachute flare. Lit up before them was the brand new 40ft masthead sloop lying across wind and tide, her headsail backed across her stays and an anchor hanging loose from her stem-head and swinging from one side of the bow to the other, banging on each swing. In the heavy seas, about 15 to 20 feet high, she sheered around and rolled heavily every time the near gale force wind caught the headsail. People could be seen in the cockpit.

The lifeboat approached the weather side of the yacht while Motor Mechanic Nigel Rose used the loudhailer to ask the yachtsmen to lower the sail and stow the anchor; but they could not respond. A second approach was made, this time with the intention of putting a lifeboatman aboard the yacht, but the yacht swung suddenly 90 degrees to starboard and made slight contact with the lifeboat before the coxswain was able to manoeuvre clear.

On the third approach the yacht's anchor narrowly missed Second Cox-

swain Martin Harwood on the side-deck of the lifeboat, but the coxswain succeeded in dropping close alongside the yacht's port quarter while Crew Member Craig Osborne jumped aboard with a portable VHF radio.

On board *Sea Keveral*, he found her to be full of acrid fumes and her crew seasick and frightened. He calmed them down and with the help of the lifeboat's searchlight beam managed to secure the headsail and anchor and prepare the yacht for towing. A $2\frac{1}{2}$ -inch nylon line was passed via the heaving line and secured and at 2245 the lifeboat began to tow at about four knots into a rough head sea.

Crossing the north of the Swinge, where the tide had now turned to give wind over tide, the lifeboat and tow encountered very heavy seas. Although the yachtsmen were severely seasick with the heavy pounding, Crew Member Craig Osborne was able to report that they were in no danger. As soon as the lee was found under Alderney, Coxswain Shaw brought the lifeboat alongside so that her occupants could be examined. He then radioed the harbour to ask for the honorary medical adviser, ambulance and Red Cross to meet the lifeboat.

At 0018 the lifeboat secured to the quay. Three of the survivors who were suffering from mild hypothermia, shock, sickness from the noxious fumes and seasickness were taken by ambulance to hospital. Later the yacht's master was also admitted to hospital. The lifeboat was refuelled and ready again for service at 0054.

Following this service the thanks of the RNLI inscribed on vellum were presented to Coxswain Stephen Shaw and vellum service certificates presented to Second Coxswain Martin Harwood, Motor Mechanic Nigel Rose, and Crew Members Craig Osborne and Peter Gamblin.

South East Division

Father and son stranded

FOUR MINUTES from the time the honorary secretary was alerted, *Hastings'* 16ft

D class inflatable lifeboat was launched, manned by Helmsman Chris Cooper and Crew Members Graham Furness and Steven Martin. It was 1604 on the afternoon of Saturday June 29, 1985, and reports had been received of some people cut off by the tide on Castle Rocks which lie just off Hastings beach, about half a mile to the west of the lifeboat station.

Beyond the harbour arm the lifeboat encountered four foot seas and in the area of the rocks there was a strong flood tide flowing with irregular breaking seas. Although the weather was fine, there was a fresh south-westerly breeze, force 5, blowing.

A man could be seen on the rocks, some 60 yards from the beach and, on another rock, there was a small child about 20 yards further out to sea. A coastguard mobile was already on the scene and suggested by radio that the lifeboat's best approach might be from inshore. Helmsman Chris Cooper decided, however, with only an hour of flood tide, that it would be too shallow to approach from inshore and that the child, to seaward, was in greater need of attention.

The lifeboat was steered to the outer edge of the rocks near to where the child, an 11-year-old boy, was crouching; she was then veered back on the anchor. The strength of the tide swept the lifeboat too far east on the first attempt so the anchor was recovered and the operation repeated further west. As the lifeboat was driven astern, the oars were shipped and, with only a few yards to go to the breaking rocks, the lifeboat was suddenly lifted and dropped by a large sea. The skeg of the engine took the full weight of the boat on an underlying rock and the motor stopped immediately.

Veering more cable, the crew positioned the lifeboat close to the visible rocks; but she could not now be manoeuvred, as her crew presumed that the engine was severely damaged. Crew

Hastings D class lifeboat.



Member Steven Martin, in overalls and lifejacket, being the tallest and strongest of the three men, immediately decided to enter the water. With the tide rising higher, the boy was calling for help as waves broke heavily over the rock.

Martin first thought he might be able to heave the lifeboat in closer, but soon found this impossible so he walked along the rocks, sometimes up to his chest in water, to get to the child. Finally, after falling into some deep crevices between the outcrops, he reached the boy who was very frightened, cold (being dressed only in bathing trunks), and with lacerated hands and knees from trying to keep a hold on the rock's rough surface.

Almost immediately a sea washed Steven Martin from the rock, but he managed to regain a hold. Then a second wave swept him off again and although this time he could not get back, he managed to find a hold on the next outcrop a few feet away and indicated to his crew that he was safe.

The time was 1615 when Helmsman Chris Cooper decided that he, being the better swimmer, should enter the water to try to reach the child, leaving Crew Member Graham Furness in charge of the lifeboat. Taking with him a quoit and line for recovery, he swam across the rocks and first helped Steven Martin on to the same rock as the boy. Then he lashed the line around the child, grasped him to his own body and re-entered the sea. Martin shouted to Furness to haul the two back to the lifeboat.

Furness lifted the boy inboard and placed him close up under the canopy while Cooper prepared to swim towards the boy's father who was still on the rock nearer the shore. Before he set off, Furness threw the quoit to Martin, hitting him at the first attempt and with no length of line to spare. Secured to the line, Martin was helped back to the lifeboat while Cooper set off for the second stranded swimmer.

When he reached the man he managed to persuade him he should swim to the beach and so both men set off together, helped by the set of the seas and the wind. By the time he had reached the beach, Cooper had become exhausted and he had to be attended to briefly by waiting ambulancemen.

At 1620, Furness and Martin examined the propeller aboard the lifeboat and decided to try to start the engine. To their surprise it fired at the first attempt; Martin hove up the cable while Furness tended the child who had now become very quiet and was obviously hypothermic. He cradled the boy to his body throughout the return to Hastings beach whilst Martin took the helm. Three minutes later the child was on dry land and in an ambulance on his way to Hastings hospital.

Both crewmen now found they were suffering from delayed shock and were physically tired but, having partly re-

covered the lifeboat, returned to sea within 15 minutes with a third crew member to attend to a windsurfer in difficulties a few hundred yards from the harbour arm. The lifeboat was finally recovered at 1730.

Following this service the thanks of the Institution inscribed on vellum were presented to Helmsman Christopher Cooper and Crew Members Graham Furness and Steven Martin.

South East Division

January storm

ON SUNDAY JANUARY 6, 1985, north-north-easterly winds of force 9 to storm force 10 hit the east coast and at 1812 that evening a message was received from the Sealink roll-on roll-off ferry, *Speedlink Vanguard*, that she had suffered engine and steering failure. Her position was three miles west of the Galloper lightvessel and although no suitable tug was available, her master decided he did not require a lifeboat.

At 1844 he agreed, however, that a passing vessel should stand by and at 1906 one main engine was re-started enabling the ferry to make five knots. A new position was also given of eight miles west of the Galloper. All this time the drift pattern was being plotted by Thames Coastguard and, on their own initiative, aware of the ferry's unreliable engines, requested the launch of **Harwich** lifeboat. The honorary secretary agreed and at 1905 pagers alerted the crew.

At about the same time, a crew member from **Walton and Frinton** lifeboat station who had been monitoring the incident privately, telephoned his honorary secretary who also decided it was necessary to launch.

RNLB *John Fison*.

photograph by courtesy of
East Anglian Daily Times



As well as the force 9 to 10 winds and very heavy seas with 10 to 15 foot swells, intermittent snow showers were restricting visibility and by 1930 *Speedlink Vanguard* reported a worsening situation as she drifted towards the Kentish Knock bank. The incident was now upgraded to MAYDAY.

All this time Harwich's 44ft Waveney class lifeboat, *John Fison*, was having great difficulty clearing her moorings; the heavy weather had caused a small Trinity House launch to sink at her moorings and to get clear of her, lines had to be run from the lifeboat to the adjacent pier. Finally, at 1945, the lifeboat was clear and she headed down the harbour at full speed. Off Landguard Point, the full force of the north-north-easterly storm was felt and Coxswain Peter Burwood, at the helm, had to reduce speed to ease the violent pitching and slamming.

Meanwhile, at 1925, the crew of the Walton and Frinton lifeboat, the 48ft 6in Solent class, *City of Birmingham*, had begun to board from the pier where swells were lifting the boarding boat over five feet. This made the work of the launching party who operate the outhaul—a supplement to the oars of the boarding boat—extremely difficult. Six minutes later the lifeboat slipped her mooring under the command of Coxswain Dennis Finch and set out at reduced speed on course for Long Sand Head. She was rolling and pitching violently, taking heavy water continuously overall.

Harwich lifeboat closed Long Sand Head buoy at 2115 and although the ferry had re-started both engines some 45 minutes earlier, her master requested the lifeboat to escort her until she had reached sheltered water. At 2215 Harwich lifeboat rendezvoused with the ferry.

Walton and Frinton lifeboat had still been heading for *Speedlink Vanguard* in violent seas when, at 2136, the coastguard informed them that a pirate radio ship, *Ross Revenge*, was dragging anchor in the Knock Deep. After consultation with the lifeboat station's launching authorities, it was agreed that Walton and Frinton lifeboat should divert towards the new casualty. Thanks to his VHF direction finder, the coxswain was able to obtain an immediate bearing on her, some 14 miles to the south south east.

Twenty-five minutes later Walton and Frinton lifeboat rounded the Long Sand Head and headed south south east with a very heavy following sea. Coxswain Finch considered streaming the drogue but the risk of having men working on deck persuaded him to continue without it. Under full power the lifeboat was handling well with no signs of broaching. The wind remained as strong as ever.

Harwich lifeboat, meanwhile, at 2250 was released from escort duties as *Speedlink Vanguard*, now north north east of Long Sand Head, was satisfied



Crew Member Gary Edwards' photograph of his fellow crewmen aboard Walton and Frinton lifeboat on the morning after the service to Speedlink Vanguard and Ross Revenge.

that her engines were running reliably. The lifeboat, just as she was setting course north west for the Shipwash, fell off a particularly heavy and short 15 foot sea which threw the coxswain across the main cabin. Fortunately, his injuries were not severe. Both radar and Decca Navigator were being affected by snow and any position fixing was erratic. However, the lifeboat safely reached Harwich and was refuelled, ready for service by 0130.

Walton and Frinton lifeboat was within sight of *Ross Revenge* by 2330 and she remained in company with her while the vessel steamed to her anchorage position. At 0040 she was able to report that she had re-anchored and was holding well. The lifeboat now had a 30-mile passage back to station and as she headed north north east between the Kentish Knock and Long Sand banks, she was regularly burying her bows in the seas. Severe pounding made the radar stop working at 0150.

Half an hour later, at the North East Gunfleet buoy, the crew could finally have their first hot drink since sailing. At the same time Coxswain Finch advised Thames coastguard that the lifeboat's moorings were untenable and that he would therefore proceed to Harwich. She reached a lay-by berth at 0333 and at 0744, when the wind had abated slightly to north north east force 8, the lifeboat set out from the harbour again and made for the Walton Backwater mooring where radar repairs could be carried out. The buoy mooring was reached at 0845 and by 0945 the lifeboat was secured again to her outer mooring off the pier.

Following this service framed letters of appreciation, signed by the chairman of the RNLI, The Duke of Atholl, were sent to Coxswain/Mechanic Peter Burwood, Second Coxswain Leslie Smith and Crew Members Kenneth Brand, David Gilders and Edward Clifton of Harwich lifeboat station. Coxswain Dennis Finch, Second Coxswain Robert Kemp, Motor Mechanic James Berry, Assistant Mechanic Michael Richardson and Crew Members Brian Oxley,

Trevor Halls, Bryan Ward, Stephen Moore and Garry Edwards of Walton and Frinton lifeboat station also received a framed letter from the chairman. The efforts of the shore helpers at Walton and Frinton, J. Fletcher, R. Bettany, J. Oxley, J. Hatcher, R. Peters, K. Coleman, R. Lacey, S. Oxley and S. Berry were also acknowledged in the chairman's letter.

South West Division

Yacht sinks in gale

THE 30ft yacht, *Fidget*, of stout construction, was on passage from Gosport to Plymouth on the morning of Sunday August 11, 1985, when she hit a huge crest south of Gara Rock, near Salcombe. Within one and a half minutes she had sunk; her three man crew, two of them Royal Navy officers, managed to scramble into their liferaft and fire off a distress flare. Fortunately for them two ladies had seen their plight and informed the coastguard.

At 1050 Salcombe lifeboat, a 47ft Watson class, *The Baltic Exchange*, headed out on service at full speed, Coxswain Brian Cater at the helm. The wind had recently veered from south-easterly force 6 to a westerly gale force 8 and even inside Salcombe Harbour the sea was choppy. Visibility was good, low water had occurred at 0746 and now, at half tide flood, the bar was breaking heavily.

The lifeboat received confirmation from Salcombe Harbour Radio that the flares had come from a yacht about three miles east of Bolt Head. She steamed on at full speed and by 1103 had cleared the bar and was steering south east in rough seas. The crew were positioned on deck to search among waves of 25 to 30 feet in height. A further message from one of the ladies who had raised the alarm that she had just seen the lifeboat steam past a liferaft was relayed by the coastguard at 1115. At almost the same moment Crew

Member Roger Evans caught sight of the liferaft two cables astern. (It later transpired from the survivors aboard the liferaft that they had earlier seen the tips of the lifeboat's aerials but, having run out of flares, could not attract her attention.)

The liferaft was lying with its drogue streamed westward about a mile south of Gara Rock. Her motion was severe in the 25 to 30 ft swell and very rough seas created by the force 9 strong gale which was now blowing from the west. Visibility was still good and the tide had reached half flood and was slack in the vicinity of the lifeboat.

First briefing his crew, Coxswain Cater approached the liferaft from the east; Crew Member Stan Turns threw a heaving line into the liferaft just as the coxswain put his helm to starboard to place the liferaft under the starboard side of the lifeboat's foredeck. With engines engaged slow ahead, the three survivors were helped on board, one at a time, while the raft passed towards the lifeboat's stern.

Coxswain Cater made sure that the survivors were in no physical distress and that there was no one else missing and then turned the lifeboat down wind to retrieve the liferaft. The drogue was recovered first and then the liferaft was dragged on to the foredeck. This was carried out just as a particularly large sea broke overall.

At 1125 a course was set for Salcombe. Conditions were poor at the bar and the coxswain had to ease his speed while waiting for suitable sea on which to make the crossing. This delayed the return for about three minutes until finally, rolling heavily and shipping heavy seas the lifeboat crossed the bar. By 1135 she was in relatively quiet waters and the coxswain arranged over the radio for the survivors to be taken by harbour launch to the Island Cruising Club for hot showers and dry clothing. After refuelling, the lifeboat



Coxswain Brian Cater

was placed on her mooring, ready again for service at 1215.

Following this service a letter of appreciation, signed by the RNLI's director, Rear Admiral W. J. Graham, was sent to Coxswain Brian Cater and his crew.

South East Division

Canoeists stranded

THE WEATHER was cloudy, there was a fresh south-westerly breeze, force 5, and slight seas when Dover coastguard contacted the honorary secretary of **Walmer** lifeboat station on the afternoon of Sunday June 9, 1985. Two people were reported cut off by the tide near St Margaret's Bay, the coastguard mobile had set off over land to investigate and lifeboat help was also required.

By 1734 the relief 16ft D class inflatable lifeboat on temporary duty at Walmer was launched without difficulty from the beach. Manned by Helmsman Anthony Evans and Crew Members John Collins and David Chidwick, she headed south at full speed. The four mile passage was easy until the lifeboat passed the Dover Memorial; then she met the full force of the wind and sea as all lee from nearby cliffs was lost. The coastguard mobile was now in position on the promenade and was directing the lifeboat as she crossed St Margaret's Bay. The lifeboat crew caught sight of two people silhouetted against a large cliff fall to the south of the main bay. They were out of sight from the cliff top and would scarcely have been visible from the main bay seafront.

The height of the seas had now increased to six feet and, with a long swell, considerable skill was required to drive the lifeboat across the seas towards the stranded people. Helmsman Evans thought about veering down on to a narrow area of beach next to the casualties, but although he was aware of a rocky outcrop to the north of the beach, he could not tell what underwater obstructions, caused by the recent cliff fall, might lie to the south.

Instead, with one crew member detailed to watch the seas astern, he drove the lifeboat into the short shingle beach. Immediately his two crew members jumped ashore to drag the lifeboat clear of the breaking surf.

The two men they found were canoeists who had capsized some four hours earlier and had drifted on to the beach. They had no lifejackets and were only dressed in jeans and tee shirts and were extremely cold. Their canoe was also on the beach but Helmsman Evans pointed out firmly that it would have to be abandoned.

There was no safe way out around the beach, even at low water, so the lifeboat was hauled southward to the edge of the

cliff fall. This was done to give the lifeboat as much space and shelter as possible for her launch under power to clear the obstructed area.

At 1745 the first of three unsuccessful attempts to launch was made; each time the engine started but because the engine had to be held on tilt in the shallow water and with the added weight of the two survivors who also restricted space on board, the lifeboat could not clear the first few lines of surf and was thrown back on the shore. On the third attempt the two crew members were washed from the lifeboat as they tried to board and the lifeboat was deposited on to a large rock, damaging her lower hull.

Anthony Evans told Dover coastguard of his difficulties but, before calling out Dover lifeboat to help him by running a line ashore, he decided to have one final attempt. Time was short; although now wearing RNLI lifejackets, the two canoeists were extremely cold and the lifeboat crew were also beginning to tire from their physical efforts.

Nevertheless, the lifeboat was hauled once more on to the edge of the cliff fall and launched. One crew member manned the oars and the other stayed in the water to steady the boat while the engine was re-started. Helmsman Evans drove the boat ahead, starboard bow to the seas and holding the engine at half tilt. When the lifeboat was clear of the first three seas, the crew member was hauled aboard and she was driven clear of the foul area.

The lifeboat continued on safely to St Margaret's Bay where she was again driven ashore so that the two men could be landed into the care of the coastguard mobile which drove them to Buckland Hospital in Dover.

After a ten minute rest the lifeboat crew launched once more in the lee of a groyne without difficulty and headed for Walmer. The lifeboat beached at 1840.

Following this service a framed letter of thanks, signed by the Duke of Atholl, chairman of the RNLI, was sent to Helmsman Anthony Evans. Letters of thanks signed by Rear Admiral W. J. Graham were also sent to Crew Members David Chidwick and John Collins.

East Division

Search in fog

THICK FOG had descended on **Scarborough** when, on the night of Saturday July 27, 1985, the lifeboat station's honorary secretary received a report that red flares had been sighted some 2½ to 3 miles south of the castle.

There was a light south-south-easterly breeze and visibility was about 120 feet when, at 2255, Scarborough's 37ft Oakley class lifeboat, *Amelia*, launched



RNLI *Amelia*

photograph by courtesy of S. Jenkinson

from her carriage with Coxswain Ian Firman at the helm. He set a course for the promontory Yons Nab and began a search down the coast, taking the lifeboat between the shore and some of the outlying rocks.

Visibility was down to 20 feet when the lifeboat, about two thirds of the way to Yons Nab, received a message from the oil tanker *Matco Clyde* saying she had a target on her radar, inshore from where the lifeboat was searching. The lifeboat's own radar had developed a fault with the picture growing steadily weaker and her echo sounder had stopped working.

Slowly the lifeboat crept towards the shore; passing inside one group of rocks she finally reached the given position where the water was breaking both fore and aft of the lifeboat. The radar reading turned out to be a disused gun battery on the shore. The coxswain then inched the lifeboat back out to sea while his crew shouted to him everytime they saw a rock. The lifeboat then continued slowly along the coast to the point where the flares had first been sighted. When nothing was found the lifeboat eventually returned to her station which she reached at 0105.

Following this service, carried out in darkness as well as thick fog, a letter of appreciation, signed by Cdr Bruce Cairns, chief of operations, was sent to Coxswain Ian Firman.

West Division

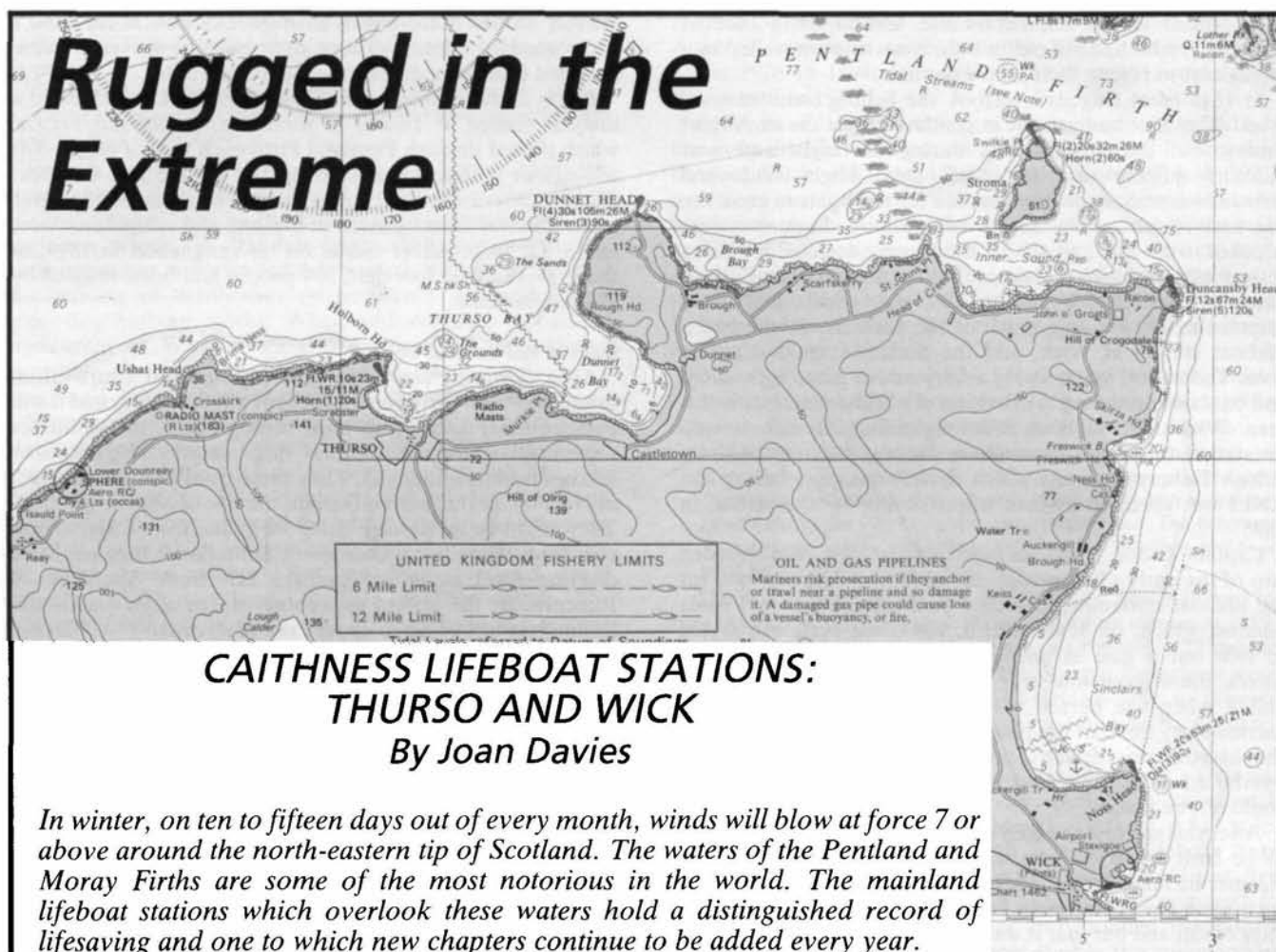
Man unconscious

A STRONG south-westerly breeze, force 6, was blowing on the afternoon of Wednesday July 17, 1985, when **New Quay's** (Dyfed) 37ft Oakley class lifeboat, *Birds Eye*, launched after the coastguard had reported a fishing vessel with engine failure off Llangrannog.

The time was 1425 as Coxswain David Evans, at the helm, steered a course for the casualty in a moderate sea with four foot swell. When the lifeboat finally reached the casualty, she drew alongside and it became clear to the crew that her owner, the only occupant, had passed out. Three lifeboat crew members boarded the fishing boat while the coastguard were asked by radio to organise an ambulance.

Crew Member Gregory Boyle began
continued on page 285

Rugged in the Extreme



CAITHNESS LIFEBOAT STATIONS: THURSO AND WICK

By Joan Davies

In winter, on ten to fifteen days out of every month, winds will blow at force 7 or above around the north-eastern tip of Scotland. The waters of the Pentland and Moray Firths are some of the most notorious in the world. The mainland lifeboat stations which overlook these waters hold a distinguished record of lifesaving and one to which new chapters continue to be added every year.

Reproduced with the sanction of the Controller of HM Stationery Office and the Hydrographer of the Navy.

WHETHER WE HAVE visited it or not, John O'Groat's is one of those faraway places familiar from childhood, conjuring up all the elusive romance of distant journeying. Remote in the extreme north east of Scotland, just as Land's End is remote in the extreme south west of England, its very name is evocative of a rugged headland jutting out into waters fraught with exceptional dangers.

John O'Groat's is close to Duncansby Head, the parting of the ways of the forbidding northern and eastern coastlines of Caithness. Go west from there and the way is along the bleak southern shores of Pentland Firth, looking across those often troubled waters to the cliffs of Orkney's southern islands; steep-to cliffs characteristic of the area, which throw back the waves, furious and confused, unameliorated by beach or shelving sea bed. Continue west past Thurso and the coast stretches away to the Kyle of Tongue, along the northern shores of Sutherland and on towards distant Cape Wrath. Head east from John O'Groat's and, within a few miles, Duncansby Head is rounded and the coast runs away south, past Sinclairs Bay and Wick into Moray Firth.

These can be tempestuous parts. The Admiralty *Pilot* speaks of winds off the north coast reaching force 7 or more on from ten to fifteen days a month in winter, increasing to force 8 or more on about half of those days. When an intense depression develops near Iceland very severe storms can come in from the west; severe as these storms may be, however, they are comparatively short lived, rarely lasting more than 24 hours. Gales from the south east, on the other hand, occurring when an anticyclone becomes established over southern Scandinavia, can sometimes last for a whole week or more; it was just such a prolonged storm as this which, in 1969, built up the tremendous sea by which Longhope lifeboat was overwhelmed. Violent squalls blowing down from the hills and funnelling through the valleys, sudden changes of wind, line squalls and fog are among the other hazards which may be encountered.

In Pentland Firth itself, the passage between Scotland and Orkney from the North Atlantic to the North Sea, tidal streams flow with great strength. Eddies and races round headlands and islands, often turbulent at the best of times, can become extraordinarily violent and confused, particularly when the flow is opposed by strong winds or a heavy swell. 'All vessels,' warns the Admiralty *Pilot*, 'should, therefore, be thoroughly secured before entering Pentland Firth, even in the calmest weather.' A tidal stream sweeping in towards a race can reach ten knots or more.

Here the elements are indeed to be respected. Yet, undeterred even in the days of sail, trade routes passed this way, while men have fished these waters from time immemorial; local fishermen who can read the changeable winds and tides so fluently that they can use their very fickleness to advantage.

In olden days many a ship was lost, but even then remarkable rescues of their crews were achieved by the gallantry and determination of local seafarers. The early history of lifesaving in Caithness follows much the same pattern which was repeated all round our shores: individual effort followed by public concern, perhaps by the provision of a lifeboat by a corporate body moved to accept responsibility for the welfare of local mariners, and finally by the establishment of an RNLI lifeboat station. Today there are two RNLI stations in Caithness: Thurso, established in 1860 on the north coast, and Wick, established in 1895 on the east. For some 50 years there were also RNLI lifeboats at Huna (1877 to 1930) and at Ackergill (1878 to 1932).

Early gallantry

Long before any RNLI lifeboat had taken up station in Caithness, however, the Institution had already awarded five silver medals to men of Thurso and six to men of Wick for their outstanding gallantry; local coastguards, fishermen and

pilots (from whose numbers came several early lifeboat coxswains) who had put out in little boats or even waded into raging surf to rescue their fellow seamen.

In 1848 great tragedy overtook the fishing community of Wick. The fleet had set out in gentle weather on an August Friday, but the wind shifted during the night and next morning quickly rose to a full gale. High winds and tremendous seas made it impossible for the boats to cross the bar and return to the safety of harbour. Eighteen were wrecked with the loss of 37 fishermen, despite desperate rescue efforts from the shore. As a result of that Black Saturday the British Fishery Society, which had been responsible for building much of the harbour, established a lifeboat station at Wick, and the Society's agent, Captain John Tudor, RN, was to play a very active part, both afloat and on shore, in the early provision of a lifeboat service in this area. Wick's first lifeboat, 28ft long pulling 12 oars, arrived on station that same November; she was the first of three British Fishery lifeboats which served this port before the RNLI was asked to assume responsibility for the station in 1895.

Captain Tudor, coxswain from 1848 to 1861, was awarded two of the early silver medals for gallantry. The first was for the lifeboat's attempt to reach a Netherlands galliot, *Vronia Santana*, which, on September 8, 1857, was perilously trying to ride out a gale at anchor. Swept back by tremendous waves, the lifeboat was struggling a second time to reach the galliot when she herself was filled by a heavy sea which carried away three of her crew. With most of her oars broken the lifeboat was driven ashore. Two of the men washed overboard were recovered but the third, Alexander Bain, could not be saved.

After this sad loss the BFS ordered a 34ft Peake self-righter to be built for Wick. She was brought to station aboard a steamer in June, 1858, under the care of Captain Tudor, but such were the obstacles to be overcome by lifesavers in the days of sail and oar that it was a shore boat, and not this new lifeboat, which was used in the service for which the good captain was awarded his second silver medal. One November day in 1860, *Maria*, a local sloop unable to enter harbour in deteriorating weather, sailed round Noss Head and took shelter, anchoring in Sinclairs Bay. By the next day a full gale was blowing and the seas were tremendous. Captain Tudor arranged for the lifeboat to be hauled overland to Ackergill, at the southern end of Sinclairs Bay, while he hurried on ahead. Once in sight of *Maria* he realised that there was no time to lose. Setting out immediately, with nine other men, in a local boat, he succeeded in bringing the two seamen from the sloop safely ashore, landing them just as Wick lifeboat

arrived on her horse-drawn carriage. As well as the RNLI silver medal, Captain Tudor and each of his crew were awarded bronze medals by the Board of Trade.

It was in this same year, 1860, that the RNLI established a lifeboat station at Thurso to serve the 'numberless vessels' which passed through Pentland Firth each year. *Polly*, a 30ft self-righter pulling six oars, arrived at Thurso that October. Her first coxswain, John Brims, was to be awarded the silver medal in 1886 in recognition of his long and valuable service, and a bar to his silver medal on his resignation in 1894; in those 34 years no less than 304 people had been rescued by Thurso lifeboats.

Days of sail and oar

Look down the lists of services at Wick and Thurso from the 1820s to the early years of the twentieth century and it will be seen that, apart from local fishing boats, the casualties were mostly schooners, barques, brigs, smacks, brigantines or ketches trading under sail. They came from ports in Scotland or Norway; perhaps from Dublin, the Isle of Man or London. They might be on passage laden with slate from Caernarvon, coal from Hartlepool, Dundee or Sutherland; they might be carrying local stone, or perhaps salt from Aberdeen or Runcorn. By the turn of the century steam cargo vessels and fishing trawlers begin to appear in the records.

These were the years when herring fishing was at its peak. The herring fleet would sail round from the west of Scotland to Wick, making that port its base from June to September. The harbour would be full of boats, from Scandinavia as well as from Scotland and England. When the time came to sail on down to Lowestoft for the autumn fishing the boats would vie with each other for the fastest passage south. Mrs Alison Atkins, a fisherman's wife who has been assistant honorary secretary of Wick ladies' guild since 1975, remembers with pride that in those years her grandfather held the record for the passage down to Lowestoft under sail. That is just one example of the deep roots of the Caithness fishing community. Both Wick and Thurso lifeboat crews still have a strong nucleus of fishermen, as they did in the past, and many of the fund raisers have been, and are, fishermen's wives.

In the early days, lifeboat service at Thurso was mostly to trading vessels which had sheltered in the bay, anchoring in Scrabster Roads, only to find, with a change of wind, that they were being driven, helplessly dragging their anchors, towards perilous rocks. At Wick, round Duncansby Head, enormous seas could be whipped up by onshore winds from east or south. Sailing vessels attempting to make the difficult entry across the bar and into harbour could be in great danger. Writing of Wick main harbour, the Admiralty *Pilot* warns:

'Both South Pier and North Pier are of stone and concrete

Charley Lloyd, the second RNLI lifeboat stationed at Thurso. Between 1871 and 1890 she saved 255 lives.



construction and have storm parapets from 3m to 6m high; despite the parapets, however, seas sometimes roll over both piers during E gales . . .'

'Wick Harbour should not be approached, even for shelter, during strong winds between NE and S, which raise dangerous seas in the head of Wick Bay.'

Robert Louis Stevenson is said to have called the approaches to Wick 'The baldest of God's bays on the bleakest of God's shores', and he came from the Stevenson family of engineers which, in the late eighteenth and nineteenth centuries did so much for the safety of navigation, pioneering the building of lighthouses on headlands and rocks, and improving harbour works. When endeavouring to build a breakwater at Wick in the 1870s, they had experienced incredible storms which had dislodged first a single block weighing 1,350 tons, and then its 2,600-ton replacement.

Sometimes, as has already been seen, unable to enter Wick Harbour, vessels sought shelter in Sinclairs Bay, only to be overtaken by shifting winds or deteriorating weather. On February 4, 1871, Wick lifeboat, hauled overland and launched in the bay, rescued the whole crew of the schooner *Braes of Enzie* which, deeply laden with coal, was in danger of being driven ashore. But the haul overland could sometimes take too long. In 1876 another collier, the schooner *Emelie* of Wolgast, was driven ashore in a violent storm two miles from Ackergill. After attempts had been made to fire a line from shore to six seamen clinging to the rigging, Captain John Cormack, with eight other men, embarked in a salmon coble. They took off three men but, trying to return to shore, the coble was fouled by a line and capsized. Despite all efforts, only one young lad survived from *Emelie's* crew and four of the coble's crew were also tragically lost.

Ackergill and Huna

As a direct result of this disaster, an RNLI station was established at Ackergill in 1878. The first lifeboat, *George and Isabella*, a 30ft self righter, arrived in March that year.

The British Fisheries lifeboat at Wick and the RNLI lifeboat at Ackergill worked closely together; in fact, when there were too few fishermen at Ackergill, men sometimes came from Wick to make up a crew. The first president of the RNLI Wick and Ackergill branch was Mr G. Duff Dunbar, who had provided the site and material for Ackergill boathouse. The first honorary secretary of Ackergill was George Sutherland of Wick; he was followed in 1890 by Hector Sutherland, Town Clerk of Wick, who was also to become the first honorary secretary of the RNLI lifeboat station at Wick when it was formed in 1895, with the provision of the 34ft self-righting lifeboat *John Avins*.

In the years up till 1932, when it was closed, Ackergill lifeboat station had three boats: after *George and Isabella* came the 34ft *Jonathan Marshall Sheffield* in 1888 and the 37ft *Co-Operator No 3* in 1907. The crews of these three boats

A new slipway opens at Ackergill in April 1910. The lifeboat at the ceremony is Co-Operator No 3.



rescued 38 people and, for all but two of those 54 years, Ackergill coxswains came from the Thain family: William Thain 1876 to 1894; David Thain 1894 to 1913 and James Thain 1913 to 1930.

For eight of James Thain's years as coxswain, Ackergill was the only lifeboat station on the east coast of Caithness because Wick was closed temporarily from 1913 to 1921, awaiting a motor lifeboat. The interval was not intended to be so long. A new boathouse with a deep-water slipway was built at Salmon Rock in preparation, and building of the new boat, a 45ft Watson to be named *Frederick and Emma*, was begun in 1915, but, delayed by years of war, she did not arrive on station until June, 1921. Robert Bain was her first coxswain, in command until 1935.

But to go back, a second RNLI station had been established on the north coast of Caithness in 1877, preceding Ackergill by a matter of months. *The Lifeboat* of August, 1878, reports:

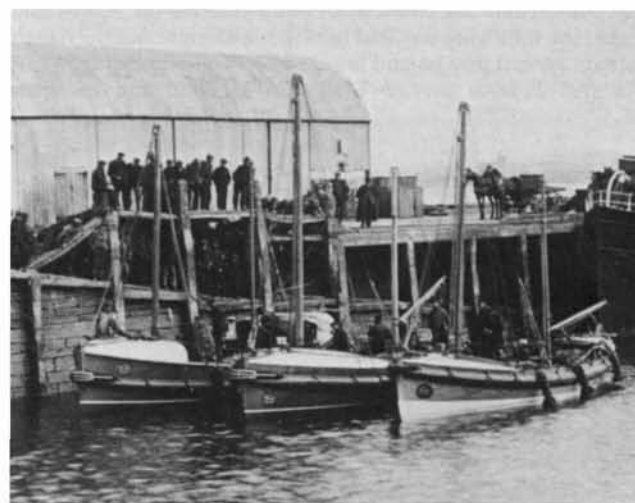
'It being thought advisable to have another Life-boat Station on the south shore of Pentland Firth, a Life-boat has been placed by the Institution at Huna (west of John O'Groat's), in which neighbourhood most of the wrecks in that district take place. The fishermen were desirous to have such a boat, believing they would be able to do good service in it to shipwrecked crews . . .'

The first Huna lifeboat, the 34ft *W.M.C.*, was followed by two 37ft boats: *Caroline and Thomas* went on station in 1889, and *Ida* in 1901. Between them they had rescued 27 people when the station was closed in 1930. By that time there were motor lifeboats at both Wick and Thurso able to provide much wider cover than had been possible with the older lifeboats.

Even in the days of sail and oar, however, lifeboats sometimes travelled far on service, perhaps working with boats from other stations. On May 1, 1900, in a full gale, Thurso and Huna lifeboats, with Longhope lifeboat from Orkney, all went to the help of the Swedish barque *Hans*, five miles east north east of Dunnet Head. *Hans* managed to resolve her immediate difficulties and rounded Duncansby Head unaided, but Thurso lifeboat (under the command of Donald Brims, coxswain from 1894 to 1904), unable to return home through the extremely heavy seas, also continued round the headland to find shelter in Wick Harbour until the weather moderated; her crew returned to Thurso by road. Early next morning Wick received a 'shout'. To save time, Coxswain Alexander McKay (1895 to 1911) took Thurso lifeboat, lying afloat, and in her rescued the two crew of *Shaw*, a line fishing boat stranded on passage home to Aberdeen from Stornoway.

Thurso's last sailing lifeboat was the 40ft Watson *Sarah Austin*, very powerful for her day. Coming to station in 1909, she took part in one of the RNLI's best recorded delivery trips (*The Lifeboat*, August, 1909). She made the passage from London in company with the Institution's first two lifeboats to have motor as well as sail power: Stronsay's new 43ft sailing Watson fitted with a 40 bhp engine, and a new

Three new lifeboats: (l to r) Stromness, Stronsay and Thurso's Sarah Austin moored at Thurso after their passage from London in 1909.





A launch to celebrate the arrival of H.C.J. at Thurso in 1929.

42ft sailing self-righter for Stromness in which a 30 bhp motor had been installed. Under the command of Cdr Howard F. J. Rowley, RN, inspector for the northern district, Stromness lifeboat led, towing the Stronsay boat which, in turn, had the Thurso boat in tow. On April 30, 15 days after setting out, the flotilla entered Pentland Firth:

'Rounding the head at 10.30, the full force of the ebb tide was picked up, and the wind drawing to the N.W., the effects of the "races" were soon felt. Passing to the southward of Stroma, the masts were raised and canvas put on . . . soon after, the flotilla headed into the heaving "race" known as the "Merry Men of Mey". Here the force of the sea was so strong that all three boats became free of their tow . . . The spectacle here was simply magnificent, the sea was a veritable churn, but the boats made light of it and came through without a murmur . . . the Thurso boat, at times showing three parts of her keel, proved what the "Watson" boats can do with plenty of wind and when close hauled. Neither of the Watson boats took any heavy water on board.'

Sarah Austin was housed in the new Thurso boathouse, built in 1906, with a deep-water slipway, just outside Scrabster Harbour. In her 20 years on station she and her crew gave fine service. On January 13, 1916, under the command of Andrew Thomson, coxswain from 1904 to 1922, she fought her way through to ss *Ashtree* of Cardiff at the height of a violent north-westerly gale, saving both the vessel and her 18-man crew. For this service Coxswain Thomson received the thanks of the Institution inscribed on vellum. It was also Coxswain Thomson who took *Sarah Austin* on her most distant service when, in April 15, 1922, ss *Pretoria* broke adrift from two tugs near Whiten Head, Loch Eriboll, 35 miles west of Thurso. By the time *Sarah Austin* arrived, *Pretoria's* crew had been taken aboard one of the tugs, but the lifeboat stood by for some hours, in worsening weather, before returning to station; she had sailed more than 70 miles and had been afloat for 14 hours. Longhope lifeboat, also launched to help *Pretoria*, was afloat for 13 hours, sailing no less than 90 miles.

Coxswain Angus McPhail's service (1922 to 1935) bridged the change at Thurso from pulling and sailing to motor lifeboat, and he handled the old and new types of boat with equal skill. When ss *Aase* of Hamburg went ashore on March 6, 1928, *Sarah Austin* was launched in a strong southerly gale and heavy rain. She stood by in bitter cold for the rest of that night, the following day and into the next night before *Aase's* captain agreed that he and his crew of 14 should be taken off. For this 22-hour service Coxswain McPhail and his crew



Thurso coxswains: (l) Angus McPhail (1922-35) and (r) Adam McLeod (1935-37)

received a commemorative iron plaque and other personal recognition from the German Government.

On the evening of the following February 2, *Sarah Austin* was launched to help a Grimsby steam trawler, *Edward VII*, which had grounded on a reef off Brims Ness, six miles west of Thurso. Again the night was bitterly cold, and there was a heavy ground swell. It was too dangerous to anchor among the rocks, hidden reefs and floating gear, so Coxswain McPhail worked his boat in under oar, brought her safely alongside *Edward VII*, took off her ten crew and brought the lifeboat out again without a scratch. Again he received thanks on vellum, while a letter of thanks was sent to John Miller, station honorary secretary, and to Captain G. Shearer, the honorary shore signalman. Mr Miller was to continue as SHS for many years; on his retirement in 1948 he was made an honorary life governor of the Institution, and he was also awarded the MBE.

Motor lifeboats

A few months after the service to *Edward VII*, on June 25, 1929, a 45ft 6in Watson Cabin lifeboat with twin 40 bhp engines, to be named *H.C.J.*, arrived at Thurso. Now there was a motor lifeboat at both Wick and Thurso.

On September 28, Coxswain McPhail was in command of *H.C.J.* on a service for which, once again, he was to be accorded thanks on vellum. In heavy seas and a westerly gale he went to the aid of a naval cutter with 20 men on board which, launched from HMS *Marlborough* to destroy a mine washed ashore, was in difficulties in heavy surf. *H.C.J.* was anchored and veered down into the shallow water. Attempts to fire a line across failed, but a buoy, taking with it a heavier rope, was eventually floated down to the cutter and she was pulled clear. *Marlborough's* crew sent a gift to each Thurso lifeboatman, and a donation to the RNLI, 'In gratitude and admiration for their promptitude and skill'.

Two years later, on March 18, 1931, Coxswain McPhail was awarded the bronze medal for gallantry and Second Coxswain Adam McLeod the thanks on vellum for a service to the schooner *Pet* of Chester. On a dark, foggy night, *Pet* had gone ashore at Brims Ness, where there was heavy ground swell over offshore rocks and the remains of an old wreck. Thurso lifeboat was anchored to windward, veered down as close as was judged safe, and a line fired across. One man was taken off by breeches buoy, but he told Coxswain McPhail that the other three men on board were all elderly. So 'coolly and



Wick's 46ft Watson Cabin class lifeboat, City of Edinburgh, named in August 1939 "in appreciation of support from Scottish branches".



Coxswain Neil Stewart Jr of Wick (1940-70).



1953: the trawler *Sunlight* aground on a ledge of rock.

skillfully' the coxswain veered the lifeboat in over the intervening hazards, illuminating the scene as best he could by searchlight, and, with the lifeboat rising and falling on the swell, lifted the three men off the rolling schooner.

War years

Adam McLeod followed Angus McPhail as coxswain of Thurso lifeboat from 1935 to 1937. His successor, Angus Macintosh, had only completed two years as coxswain, however, before he was called up, in September 1939, to serve in the Royal Naval Reserve for the duration of the Second World War; he was to be awarded both the DSM and Croix de Guerre for his service at Narvik.

For those who crewed the lifeboats in wartime, usually older men, there was still much hazardous work to be done. On the afternoon of February 8, 1944, two objects, possibly dinghies, were reported to seaward of Melvick Bay. Thurso's *H.C.J.* battled west for two hours through a northerly gale, storms of sleet and snow, and high, confused seas before sighting two rafts, one only about 170 yards from rocks. Coxswain John McLeod (1943 to 1945) brought his boat inshore through the heavy, swirling seas and two exhausted men were quickly lifted aboard before the lifeboat headed for the other, larger, raft, a mile and a half away. As this raft was made fast alongside, Assistant Mechanic William Sinclair and Crew Member David Thomson jumped aboard. They found five men huddled together, all dead of exposure, and for ten minutes, in continual danger, they struggled to free the bodies and pass them up to their fellow lifeboatmen. The two survivors told the crew that the Norwegian steamer *Freidig* of Haugesund had been bound from Aberdeen to Liverpool when her cargo of grain had shifted off Cape Wrath and she had foundered. For this service the bronze medal was awarded to Coxswain McLeod, with the thanks on vellum to Assistant Mechanic Sinclair and Crew Member Thomson. Coxswain McLeod was also awarded the MBE.

About a year before the outbreak of hostilities a new 46ft Watson Cabin lifeboat, with twin 40 bhp diesel engines, had taken up station at Wick. She was named *City of Edinburgh* by Mrs Henry Steele, Lady Provost of Edinburgh, on August 19, 1939, just a fortnight before the declaration of war.

Coxswain Neil Stewart, Jnr (1940 to 1970) was in command of *City of Edinburgh* when at 0225 on September 21, 1942, she was launched into pitch darkness and torrential, ceaseless rain to go to the aid of the tug *St Olaves* and the barge *Gold Crown* wrecked on the Ness west of Duncansby Head. A north-easterly gale was blowing and the sea was very high with a dangerous cross swell. Visibility was virtually nil.



December 1956: Thurso boathouse and lifeboat ablaze.

Lighthouses were normally blacked out in wartime and, with no electronic navigational aids to help, it was all too easy to mistake a headland on a black night and enter a bay instead of rounding into Pentland Firth. In fact, Duncansby Head Light had been lit that night to help the rescue, but the lifeboatmen saw no glimmer of it until 0545. The wrecked vessels were sighted as the first streak of daylight appeared, and Coxswain Stewart brought the lifeboat in to take 27 men off the barge and then four more off the tug in a bold and skilful rescue for which he was awarded the bronze medal for gallantry. Thanks on vellum were accorded to Motor Mechanic William Mowatt and a letter of thanks was sent to the station honorary secretary, John S. Duncan. Mr Duncan, much honoured during his years as SHS, was made an honorary life governor on his retirement in 1954 and he was also awarded the MBE.

Coxswain Angus Macintosh, home in Thurso once again after the war ended and back at the wheel of the lifeboat until 1967, received the RNLI's thanks on vellum for two services in the early months of 1953; on January 15, in a westerly gale and a very rough sea, Thurso lifeboat took off 11 men from the Aberdeen trawler *Sunlight*, aground on a ledge of rock on the Spur of Murkle; and on March 22, with Stromness lifeboat, *H.C.J.* searched for 21 hours through dense fog in the treacherous waters of Hoy Sound for men from the wrecked trawler *Leicester City*.

In 1956 Coxswain Neil Stewart of Wick, and Coxswain Daniel Kirkpatrick of Longhope were each awarded a silver medal by King Haakon of Norway for their lifeboats' part in a rescue from the freighter *Dovre fjell* of Oslo which, on February 3, ran on to a shelf of rock on Little Skerry in exceptionally heavy seas. Unable to get alongside, the two lifeboats stood by in those huge seas while 41 seamen were lifted off by RN and RAF helicopters. Wick lifeboat was at sea for nine hours on this service.

Royal friends

HM Queen Elizabeth The Queen Mother has great understanding for the lifeboatmen of Caithness, for she is their near neighbour. Her Castle of Mey looks out over Pentland Firth. When a new lifeboat, the first 47ft Watson, was sent to Thurso in 1956, The Queen Mother graciously visited the station and named her *Dunnet Head (Civil Service No 31)*. But this lifeboat was to have little opportunity to prove her worth. Less than a year after coming to station she was totally destroyed by a fire which also burnt down her boathouse.

Relief lifeboats gave cover at Thurso until a replacement 47ft Watson, *Pentland (Civil Service No 31)*, once again provided by the Civil Service Lifeboat Fund, could be built. She came on station just after Christmas 1957.

One of the last times *Pentland* was launched on service was for the heartbreaking search, together with Kirkwall, Stromness and Stronsay lifeboats, an RAF Shackleton and an RN helicopter, for *T.G.B.*, the Longhope lifeboat tragically overwhelmed with the loss of her entire crew on the night of March 17, 1969. It was Thurso lifeboat which sighted the capsized boat just before noon the next day, four miles south west of Tor Ness, and took her in tow to Scrabster Harbour, escorted by Stromness lifeboat.

In 1970, new self-righting lifeboats were placed on station at both Caithness stations, as well as at Longhope: a 48ft 6in wooden Oakley at Wick, and 48ft 6in steel Solents at Thurso and Longhope. All three boats were fitted with twin 110 bhp engines.

That September, HRH Princess Alexandra came to Wick to name the new Oakley lifeboat *Princess Marina* in memory of her late mother who, in 25 years as President of the RNLI, had won the deep respect and affection of all lifeboat people by her concern and kindness. Princess Marina had accepted the office after the tragic death of her husband, HRH George, Duke of Kent, in a wartime air crash in northern Scotland. At the time of the naming ceremony Neil Stewart was ending his long years as coxswain; he had been awarded the BEM in the previous New Year's Honours List and in November 1970 he handed over to Donald McKay, a fisherman who had first joined the crew in 1946. After serving

as bowman from 1960 to 1963, and as second coxswain from 1963 to 1970, Donald McKay first became coxswain and then, in 1980, coxswain/mechanic. He was one of the lifeboat people to receive the Queen's Silver Jubilee medal in 1977, and the wheel of Wick lifeboat is still in his good hands.

August 11, 1971, was another joyful royal occasion, because on that day The Queen Mother visited Thurso once again to name the station's new Solent lifeboat *The Three Sisters*.

Raising funds

Nor has The Queen Mother's interest been solely operational; she has also given much valued personal support to the fund raisers of Thurso. The gardens of the Castle of Mey are opened twice each year, once in the spring, at daffodil time, and once in the summer. The lifeboat ladies serve teas on both these days, which have become annual engagements greatly appreciated and enjoyed.

Thurso ladies' guild has traditionally been led by the coxswains' wives. Nowadays, everyone works together as part of the branch, but the ladies still organise the fund raising, backed up by the menfolk. From the start they have been extremely successful. A number of efforts are arranged during the course of a year, but the principle event is a Lifeboat Gala in the first week in August, when every day contributes to a very full programme. After a Sunday church service, the week rolls ahead with all manner of activities (one highlight has been a ceilidh on board *St Ola*, the Scrabster-Stromness ferry), and the week ends with a fête at Scrabster. There is plenty of good Caithness fare; as the ladies say, 'It is baking every day of the week.' Everyone enjoys themselves and remarkable results are achieved. Even the first gala, 20 years ago, raised a total of £1,000 – and that with a population of little more than 3,000. So impressed was The Queen Mother that she paid the lifeboat people of Thurso a visit during their gala week in 1962. Their efforts were indeed royally crowned. Mrs D. MacIntosh, president of the branch and formerly of the guild, is the latest of the Thurso fund raisers to be awarded a gold badge for long and devoted service. By happy chance she received her badge from The Queen Mother herself at the 1984 Royal Festival Hall presentation of awards, and she was given a very warm welcome.

There are close family bonds among the members of Wick ladies' guild. Mrs M. D. MacKenzie, the president, is the wife of Captain MacKenzie, a former station honorary secretary, while her niece is Mrs Alison Atkins. Mrs D. G. Gall was honorary treasurer from 1953 and she, together with Mrs C. Campbell, the honorary secretary, received the silver badge in 1967 and the gold badge in 1982; when Mrs Gall handed over her office, in 1981, it was to her daughter, Mrs Netta Munro, whom she still assists. As in the past, a number of the 30-strong guild are fishermen's wives.

Ask the Wick ladies, and they will tell you that, with flag days, coffee mornings and stalls at outside events, there is much hard work to be done, but it is all laced with fun and laughter. And they will tell you of the generous support they receive from people of all ages in the town. The branch also plays its part in fund raising (for instance, holding an annual ball) and so do the crew members' wives. Each group works separately, but all help each other, and they all meet at the branch AGM. They all meet on Harbour Day, too, each making their contribution to a very full and merry day. While the branch is organising a rescue demonstration, the crews' wives will be running a bottle stall and selling home baking and seafood (with perhaps a raffle for a salmon) and the guild will be selling tea, coffee, and



Wick's present day 48ft 6in Oakley class lifeboat, Princess Marina . . .

something like 400 hot dogs. There will, of course, be plenty of lifeboat souvenirs on sale, with competitions in which everyone can take part.

Outstanding services

Such is the good heart of Thurso and Wick lifeboat communities. And the lifeboats, most lovingly cared for, are always poised, ready for service.

William Farquhar, whose wife Elizabeth is vice-president of the branch, has been coxswain/mechanic of Thurso lifeboat since 1983. He joined the crew in 1967 and, after a couple of years as assistant mechanic, became coxswain in 1975. Like Coxswain/Mechanic McKay of Wick, he is a fisherman. So are the second coxswains of both boats and several others of the two crews. Shore-based lifeboatmen are also needed now, when fishing boats are away from port longer than they would have been in the past; the crews include men who have served in the Merchant Navy and men who work in the harbours, as well as those following other ways of life. At Wick, some crew members come from the nearby radio station.

The roll of honour continues to lengthen. Coxswain/Mechanic McKay of Wick was awarded the bronze medal of gallantry for the rescue on June 25, 1984, of the crew of a salmon coble, in among rocks just east of Ackergill with a net round her propeller. With a north-westerly breeze, gusting to gale force, it proved impossible to float a breeches buoy down to the coble through the high breaking seas. So Coxswain/Mechanic McKay drove the lifeboat in over the rocks and among the staked nets and creels which fouled the water, until a line could be fired to the casualty and she could be towed clear.

Both the coxswain and second coxswain of Thurso lifeboat received the Institution's thanks on vellum for services performed in 1982. Coxswain/Mechanic Farquhar received his for the help given to the trawler *Arctic Crusader*, which had broken adrift on the night of November 16 in north-westerly gales gusting to storm force. He brought the lifeboat close inshore alongside the trawler through breaking waves, ready to take off her crew, but just at that moment *Arctic Crusader* succeeded in getting her engines started and was once again under control.

Second Coxswain John Manson received his vellum for a service two months earlier, on September 7. As acting coxswain he had succeeded in putting pumps, and two lifeboatmen, on board the fishing vessel *Coronella* which, making water, had anchored close to the Men of Mey rocks. A strong westerly breeze was blowing across the overfalls, and confused seas hid the exact position of the rocks. But John Manson is a Stroma man; he, his parents and brother were the last family to leave that island. No one but the lighthouse keepers are there now. He had fished in these waters since he was a young man, going close inshore to set his lobster creels. Lobsters are at their best when, in the spring, they go into the shallows to shed their old shells, before growing new, larger ones; so the boats must follow them in. Like generations of seamen who have fished in Pentland Firth, John Manson knew exactly where the rocks would be, and how best to use the tides and eddies, because he had always worked among them; they were his familiar ground.

This is the sort of confident knowledge on which Caithness lifeboatmen from Thurso, Wick and, in their day, Huna and Ackergill, have been able to draw. Since 1860, when the first RNLi station was established in the area, 125 years ago, these four stations have between them rescued 941 seamen. At Thurso and Wick the watch over their waters in the North Atlantic, the North Sea and Pentland Firth, is still constant and sure.



. . . and Thurso's 48ft 6in Solent class, The Three Sisters.

Shoreline

Insignia

You may not be aware of the various insignia available exclusively to you. The picture (r) will show you what you may be missing: a hoist flag . . . a Shoreline tie . . . a marcasite brooch . . . a sweat shirt? Not in the picture is our newest item, the pure wool sleeveless sweater, in either maroon or cream, available to Shoreline members at £14.25.

Competition

The spring issue of The Lifeboat is going to contain an exciting competition. Its object is to boost Shoreline membership and everyone will have a chance to enter. No more details for now except to say that you can start dreaming of winning a brand new car!

Subscriptions

Don't forget that from now on ordinary Shoreline membership is a minimum £6 and the family rate £9. If you subscribe by bankers order or by direct debit, please contact Shoreline office for a new form.

News from members

Sheffield Shoreline club have had an interesting and successful year. Their monthly meetings have included talks about a voyage to the South Sea Islands, beer brewing, HM Coastguard, inland waterways and a visit to Hong Kong. They have also visited Humber lifeboat station and a local brewery. On the fund raising side they have helped Sheffield branch on flag day and with the organisation of the Sheffield Marathon. Their RNLI stall at the Sheffield Show sold over £300 of souvenirs – despite terrible weather.

Major E. S. Hall, a keen Shoreline member, organised a wine and cheese party last July with the help of Darlington branch. Over 60 friends and supporters came and they all very much enjoyed helping to raise £121 for the second year running.

The array of bottles and other prizes (below) proved an irresistible draw to those who bought a ticket in a raffle organised by Shoreline member John Regin of Ottershaw, Surrey. Ever since he joined Shoreline he has been planning a successful way to raise money for the RNLI. His goal was achieved when, with the help of fellow members of Ottershaw Social Club who donated the prizes, this raffle produced £263.50.



Insignia available (to Shoreline members only)

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

I enclose cheque/P.O.*

(Made payable to RNLI) £ _____

*Delete as necessary

Help crew a lifeboat

Join Shoreline today.

You don't need to be able to sail through mountainous seas in a force 9 gale to help crew a lifeboat.

Our helpers on the shore are just as vital to our rescue work. By joining Shoreline, our nationwide supporters' organisation, you can do your bit for the lifeboats just as effectively.

You'll also be entitled to use certain RNLI insignia and, as a member, you'll be kept in touch with what we're doing via our quarterly magazine, Lifeboat.

For how to join us, just launch the coupon.



To: The Director, R.N.L.I., West Quay Road, Poole, Dorset BH15 1JZ.

I wish to join Shoreline. Here is my subscription. Member £6 p.a. ☐ Family Membership £9 p.a. ☐ Governor £20 or more p.a. ☐ Life Governor £200 or more ☐

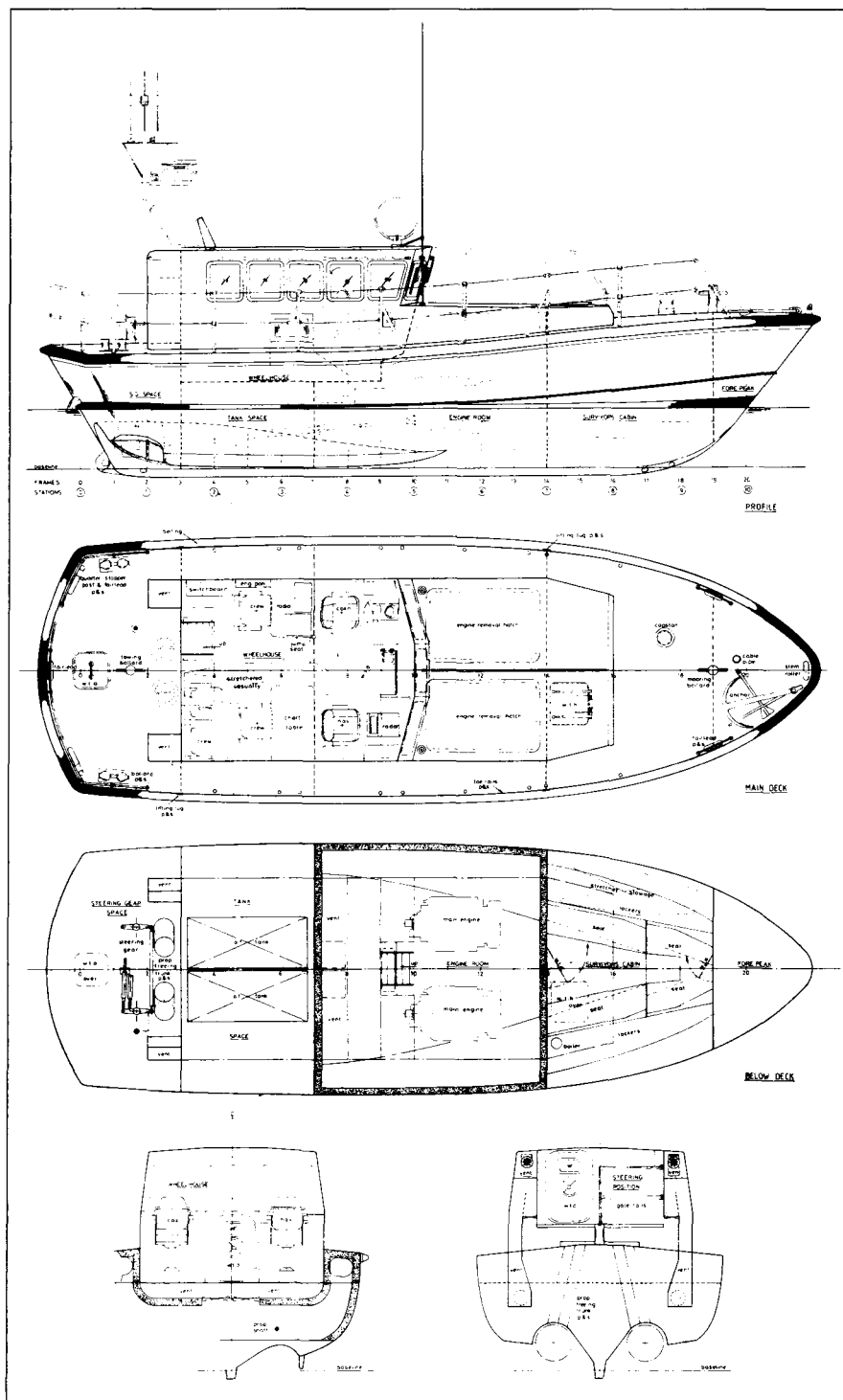
(Or) I enclose a donation of £ _____

Name _____

Address _____

Postcode _____

Royal National Lifeboat Institution LJ



FAST FROM A CARRIAGE

The experimental prototype of a new design of 38ft lifeboat which is fast, yet capable of launching from a carriage, is now under construction and will begin trials in the spring. *Edward Wake-Walker* examines her development.

THE RNLI HAS A PROUD RECORD of innovation in boat design; it is a record born of the unique demands on an organisation which is required to provide lifeboats capable of enduring the worst conditions, of performing tasks at sea asked of no other vessel and of being ready and able to launch at all states of tide and weather from stations on every stretch of the United Kingdom

and Ireland's varied coastline.

Where a lifeboat can be moored afloat in a harbour which does not dry out at low tide or where a slipway allows a launch at any time, the RNLI does not need recourse to the time-honoured method of launching the lifeboat from a carriage. But on many parts of the coast this will always be the only way to guarantee a 24-hour service and there

are 23 stations today where a lifeboat, larger than the inflatable D and C class and rigid inflatable Atlantic 21, is towed by tractor to the water's edge and launched from a carriage. All these stations are served faithfully by the wooden hulled 37ft Oakley or the more recent 37ft 6in Rother class lifeboats.

The last of the Rother's was built in 1982 and with its completion came the end of the building of conventional wooden-hulled, 9 knot lifeboats. Since the 1960's the RNLI has been intent upon the development of faster lifeboats, built either from glass reinforced plastic or steel. First came the successful introduction of the 'fast afloat boats', in the shape of the 44ft Waveney followed by the 50ft Thames and 52ft Arun class, capable of 18 knots and, most recently, the 20 knot, 33ft Brede. Further research and development has produced the slipway launched, 47ft Tyne class lifeboat whose maximum speed of 18 knots effectively halves the time taken by a conventional slipway launched lifeboat to reach a casualty.

Naturally enough, the technical department of the RNLI has also turned its attention towards the development of a fast lifeboat that can be launched from a carriage. The development of the Medina class with her diesel driven waterjet propulsion has been a major project in recent years and she is at present undergoing launching trials on different parts of the coast. However, there are many places where the Medina will not be a suitable replacement for an Oakley or Rother. The RNLI is therefore working on a brand new design for an all-weather lifeboat known for the moment simply as the 'fast carriage boat'.

In drawing up the plans for such a boat there were a number of pre-requisites to bear in mind. First of all, the RNLI wanted a lifeboat capable of 18 knots, which meant a hull design very different from her predecessors. Self-righting was to be achieved by the inherent buoyancy of a watertight wheelhouse rather than by the self-flooding water ballast tanks of the Oakleys, and this wheelhouse would also need to give full protection to the crew and sufficient space for all the most up-to-date communication and navigational equipment. Incorporating these aims, the design had also to take into account the existing boathouses and launching carriages with which the new lifeboats would need to be compatible. All these requirements led to the eventual determination of the fast carriage boat's dimensions.

One important aspect of any new design is the derivation of the required engine power. It is now common practice to have made scale models of the boat's hull, and to tow these models in a testing tank. The results of these tests not only indicate the way the boat will react when at sea, but also provide essential data on the required engine power and propellers. Such tests were carried out for the fast carriage boat.



The hull's shape emerges. At this stage the boat is built upside down.

In the past, when the RNLI has developed a new hull, such as that of the Arun and the Tyne, a larger scale model has also been built to study the boat's sea-keeping qualities. However, the development of the fast carriage boat has been different because here the larger scale model is being built full size.

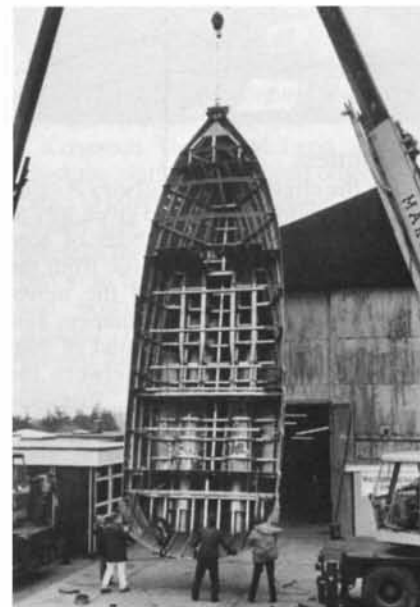
Had past practice been followed, to achieve effective sea-keeping trials, a model of some 10 to 15 feet would have been necessary—getting on for half the size. Because full scale testing is much more reliable than model testing, as suitable engines were available and, moreover, because the cost of model testing would end up almost equivalent to building a full-size aluminium alloy hull, the decision to go straight into building an experimental prototype was made. This will of course mean a considerable saving in time and cost if the trials on the prototype prove successful. Once the boat has been proven in full size, production of a new class of lifeboat can go ahead without further delay.

This is the first time the RNLI has built a boat with an aluminium hull. It does not automatically follow that all boats of the new class of lifeboat will be built of this material. Aluminium does, however, have possible advantages that make the experiment well worth while. The design team are interested to see whether a lighter aluminium boat (10 to 11 tons) is more or less seaworthy than other lifeboats and whether she is more or less manageable on the beach than the existing 13 ton Oakleys and Rothers. Also, making her initially lighter, the trials officers will be able to ballast the boat down to the displace-

ment of a steel-hulled boat (an alternative building material) to make valuable performance comparisons.

The diagrams and photographs show how the fast carriage boat looks. Her length, 38ft (11.57 metres), reflects the 37ft Oakley and 37ft 6in Rother dimensions. Her beam, 12ft 6in (3.81 metres) is such to ensure the ready installation of her twin engines and also gives due regard to the standard beam/length ratios for this size and type of vessel. Her depth (not draft), 6ft (1.82 metres) is designed to give good access to machinery and a reasonably low freeboard for recovering survivors while keeping enough height in the bow for good seakeeping and to prevent too much spray from covering the lifeboat in rough weather. She is of round bilge, semi-displacement form with a soft nose stem and a tunnel stern to give protection to the propellers. The hull is sub-divided by four watertight bulkheads into five compartments which comprise a forepeak cable locker, a survivors' cabin with seating for ten people, machinery space, tank space and an aft peak steering gear compartment.

The wheelhouse is to contain permanent seating for a crew of six, with an additional jump seat provided for a doctor. Space inside is very restricted, and to enable the design and operations staff to produce the most practical arrangement of seats and equipment, a full scale mock up of the wheelhouse has been produced. The console is to house engine controls, the hydraulic steering unit and wheel, tachometers, alarms, compass, helm indicator and controls for VHF direction finder units, navigation lights, wipers, horn and the



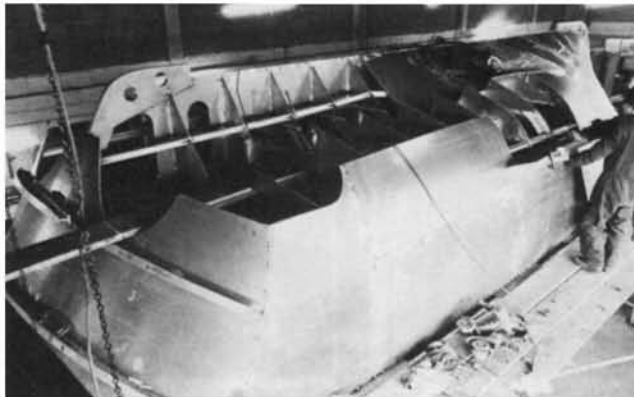
The hull is turned upright for the first time before being transported to Osborne's of Littlehampton for fitting out.

searchlight. At the navigator's position is to be fitted the radar display, a chart justify table and a Decca Navigator display. The mechanic's position will have, as well as the main switchboard, a radio table with MF radio transmitter and receiver, VHF radio telephone and MF direction finder.

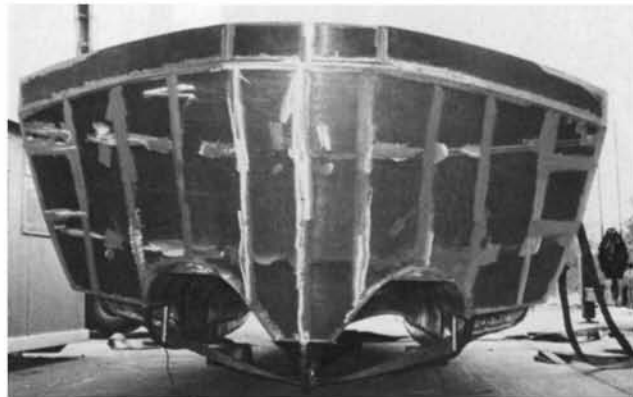
The boat will be powered by twin Caterpillar 3208T engines, turbo-charged to develop a maximum continuous rating of 250 shaft horsepower at 2800 revolutions per minute. Her maximum speed will be 18 knots with a continuous running speed of 16 knots. A fuel capacity of 1266 litres will give her a duration of 15 hours at cruising speed.

The experimental fast carriage boat is nearing completion; the hull is being fitted out by William Osborne's of Littlehampton, the builders of many lifeboats through the years, including many of the 37ft Oakleys and Rothers. The hull was built under sub-contract at Cunningham and Sons at Ford in Sussex.

The new boat will enter the water for the first time in spring 1986 when she will carry out self-righting trials prior to other technical trials. Operational evaluation trials will follow and these will only be concluded when the RNLI's staff are fully satisfied that the boat is in practice a lifeboat worthy of the RNLI.



Aluminium plates are fitted to the frame.



The tunnel stern of the new design.

Stromness

On the afternoon of Thursday August 22, 1985, morning rain had given way to sunshine and the earlier buzz of conversation blending with music from the Salvation Army Band and the movement of people around Stromness harbour was hushed at the sound of bagpipes in the background. Between the ranks of Boys' Brigade members appeared three pipers in full regalia leading the platform party to their appointed place. At precisely 2.30 pm Captain Max Gunn, chairman of Stromness lifeboat station, opened the proceedings for the naming ceremony and dedication of their new Arun class lifeboat, reviving memories for some of a similar occasion almost 30 years ago to the day.

To mark this special occasion and to emphasise the total involvement of the whole community of Stromness with their lifeboat, Mrs Stout, chairman of the Community Council, presented to the crew the first of the township's plaques bearing the coat of arms which had only recently been officially confirmed and granted and which would, henceforth, proudly appear on the boat's superstructure.

With the scene set, Lynne Sinclair, daughter of the Second Coxswain, prettily, and to the enjoyment of all in attendance, made a presentation to Mrs Mary Milne who, as sister of the executor of the Sykes estate, in due course, would name the lifeboat *The Joseph Rothwell Sykes and Hilda M.*

Because the lifeboat was funded entirely by legacies and as there were no surviving members of the respective families, Mr John Atterton, MBE, former deputy director of the RNLI and an executor of the Hilda May Vyvyan



The Joseph Rothwell Sykes and Hilda M. on the day of her naming ceremony.

photograph by courtesy of Phoenix Photos

estate, delivered the boat to the RNLI. It was accepted by Brigadier S. Robertson, MBE, TD JP, DL, a vice-president of the RNLI. Recalling notable services undertaken by the Stromness lifeboat over the years and the fact that he had family connections with the notable former coxswain, Bob Greg, holder of the Institution's silver medal, he duly invited Mr Willie Craigie, station honorary secretary, to accept the boat into the station's safe-keeping. He in turn provided a most fitting and moving response which was acknowledged by the guild president, Mrs Kershaw, in her vote of thanks to all who had and would be participating in the formalities.

With the religious service conducted by the Rev. R. S. Whiteford, MA, Moderator of Orkney Presbytery, and hymn singing led by Kirkwall Salvation Army Band and Stromness Choir, the whole gathering then witnessed Mrs Milne leaving the platform, proceeding to the dais at the quayside and uttering the time honoured phrase "I name this lifeboat *The Joseph Rothwell Sykes and*

Hilda M. May God bless her and all who sail in her."

In due time two members of the Claymore Pipe Band escorted the principals around the quayside to board the boat where, in the company of Piper A. Flett playing *Chocks Away*, they sailed out of the harbour. Such was the final scene in a brief interlude in the life of Stromness; an occasion witnessed by the school children who had been granted a holiday and a lasting memory for a community that is deeply involved with its lifeboat and fully conscious of the work of her crew in an area renowned for its frightening weather and seas.—K.T.

Ballycotton

Ballycotton lifeboat station in County Cork, has a long and proud tradition of lifesaving and one which is rooted in several local families. Thus, the re-dedication ceremony of the *Hyman Winstone*, held on Sunday September 8, 1985, in brilliant sunshine was, for many, a gathering of the clans. For among the huge crowd, which had come



Mrs Mary Milne who named Stromness lifeboat. photograph by courtesy of Phoenix Photos



The platform party at the re-dedication of Ballycotton's new lifeboat.

from all over County Cork, were two daughters and two grandsons of former Coxswain Patrick Sliney, who had been awarded the gold medal in 1936 for his part in the Daunt Rock rescue. Ex-coxswain Michael Lane Walshe was also present, together with his sons Michael and Redmond, who are mechanic and crew member respectively, aboard the 52ft Arun class lifeboat being re-dedicated and blessed.

At 3.00 pm the crowd were brought to attention as the national anthem was played by the Band of the Southern Command. The Reverend Father Bartholomew Troy CC, chairman of Ballycotton branch, then opened the proceedings and welcomed everyone to Ballycotton.

Mr Clayton Love Jnr, a member of the Committee of Management and a native of Cork proudly handed over what would become his local lifeboat to Mr Donal O'Sullivan, the station honorary secretary.

Hyman Winstone was blessed by the Most Reverend John Ahern, Bishop of Cloyne and the Right Reverend Samuel Poyntz, Bishop of Cork, Cloyne and Ross. The local choir gathered together and, conducted by Miss Noreen O'Sullivan, daughter of the honorary secretary, led in the singing of two hymns.

Lt Cdr Brian Miles, the RNLI's deputy director, in his address expressed his personal pleasure to be at Ballycotton again, a lifeboat station he always enjoyed visiting when he had

been divisional inspector in Ireland. He went on to deliver a message of goodwill to the Ballycotton station and crew from Mrs Marie Winstone, the donor of the 52ft Arun class lifeboat.

Coxswain Thomas McLeod, then invited the platform party and other dignitaries to board *Hyman Winstone*. As they passed the assembled yachts who had specially raced from Crosshaven to Ballycotton to be present, they were cheered and hooters sounded. The Youghal Atlantic 21 lifeboat *Marjory Turner*, also present for the ceremony, joined in the short demonstration run. Then the large crowd moved up to the local hall where the ladies had provided a wonderful variety of cakes and biscuits.—J.O'C.

Letters ...

First in the world

I was most interested to read the article on Lionel Lukin in the summer number of *THE LIFEBOAT*. I see that the author is a member of the Hythe branch of the RNLI. If he has not already read the article on Lionel Lukin published in *THE LIFEBOAT* for November 1925, I suggest he try to borrow a copy. It gives a pretty concise history of the man and his work.

One point not brought out by Frank Martin in his notes is the fact that the Lowestoft boat, *Frances Ann*, was a sailing as well as a rowing lifeboat, and was based on the Lowestoft beach yawls. This makes her the first sailing lifeboat in the world.—J. W. MITCHLEY, Chairman of the Port of Lowestoft Research Society, 50 Kirkley Cliff, Lowestoft, Suffolk.

Any ghostly encounters?

I am currently writing a book about the history of seafaring and would be grateful to hear from mariners, both retired and active, who have anecdotes to tell. I am particularly interested in experiences of ghost ships—either eyewitness accounts of these apparitions and similar happenings, or second-hand descriptions and stories. I would also be grateful for any details about further sources of information, either written or pictorial, on this phenomenon.—GRAHAM HOUGHTON, *Peasy Cottage*, 2 Bradney Lane, Bawdrip, Bridgwater, Somerset TA7 8PZ.

No call unanswered

At 8.30 am on Sunday August 19, 1985, a MAYDAY distress call was received from the Lemon Tree Cafe on the seafront at Ferring, Sussex. They were right out of change and expecting a busy day. Mr Deryck Stanley, box secretary of Worthing branch, immediately launched himself and, after filling up with silver from Mrs Ann



Small wonder

We enclose a photograph (above) taken while on holiday in Cornwall. We spotted the scene at Polruan whilst

Parr, in charge of souvenirs, hurried to the scene. The mechanical box in the cafe was emptied, providing further loose change, and after being suitably refuelled at the cafe, the box secretary was back on station and ready for service at 9.30 am.—MRS J. E. PEARCE, Worthing, West Sussex.

For this service, a letter of thanks, signed by Shelley Griffiths, editorial assistant, was sent to Mrs Pearce asking her to convey the Institution's thanks to Mr Deryck Stanley.

Civil SAR servants

A note to congratulate you on a really spotted helicopter article—it will very effectively demolish the oddballs we get, who claim that the lifeboat has been overtaken by new technology. However, no mention is made of the four civil SAR helicopter units currently operational around the North Sea, albeit that only the one (HMCG Sumburgh) truly qualifies for an RNLI link. Bristow's have day and night capable Bell 212s on Shell Expro's Brent Field, whilst Bond has day-only SA365 Dauphin 2s on Elf's Frigg, and BP's Forties Fields. The last has, in fact, received the 1984 Sea Rescue Award from the Shipwrecked Mariner's Society for a quite remarkable rescue from the M/V *Whylla's* liferaft after she sank in a force 10 storm on 16 November last year. We also have the world's most

waiting for the ferry to Fowey. The picture still makes us smile; is it a new class of lifeboat?—DAVID AND STEPHANIE WOODBURY, Bishop's Hull, Somerset.

advanced SAR helicopter; this is a Bristol S-61N, based at Sumburgh for HMCG with the only fully-automated flight control outfit in the business.—JIM FERGUSON, (Rotor & Wing magazine), 19 Rosebery St, Aberdeen.

Starting stall

I am writing to thank all readers of the journal who kindly answered our branch request for help with regard to a souvenir stall. The response from all over Great Britain was overwhelming and after much thought and deliberation we were able, via the souvenir secretary of the Gloucester branch, to obtain a suitable stall which is now fully in operation and has been much admired.

If any other branches are interested in acquiring such a stall perhaps they would contact me and we could let them have details.—DAVID SPENCER ESQ, chairman, Teignmouth branch, *Laurel Cottage*, Ideford, Nr Newton Abbot, Devon.

Grace Darling

For a book I am writing about Grace Darling, I should appreciate any information, literature or recollections pertaining to the Grace Darling League, which was founded by Constance Smedley in 1933 and existed until 1938. All communications will be returned to the sender. JESSICA MITFORD, 6411 Regent Street, Oakland, California 94618, U.S.A.

PEOPLE AND PLACES

Last bowman

Ronald Chapman has been promoted to Second Coxswain of Skegness lifeboat. This means that the historic position of bowman will no longer exist within the RNLI as he was the last lifeboatman to hold the post.

In the days of pulling and sailing lifeboats, the bowman, next in seniority to the second coxswain, was the man officially in charge of the anchor, cables and bow heaving line. Even with the advent of motorised lifeboats, many stations retained the post. In modern lifeboats the responsibilities of a bowman are shared by more than one crew member and the appointment is therefore no longer made.

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:

Hastings

Coxswain/Mechanic J. H. W. Martin
Second Coxswain D. White
Tractor Driver J. Hamilton

Humber

Second Coxswain D. Bailey

Kinghorn

Crew Member A. D. McAndrew
Crew Member H. Robertson
Crew Member G. Tulloch

Llandudno

Crew Member H. Hughes

Lowestoft

Coxswain P. Gibbons

Latest RNLI film

Raymond Baxter's new film *In Danger's Hour* explores in 27 minutes virtually every facet of the modern RNLI. Mr Baxter looks at the lifeboats, talks to the crews, asks why the voluntary system of funding works so well and shows genuine rescues using dramatic library film.

In Danger's Hour opens with Mr Baxter's recent BBC television appeal, itself a highly successful fund raiser, and goes on to explore why men volunteer to join lifeboat crews and how their families feel about it. The history and traditions of the RNLI are illustrated with paintings, models and historic archive film, including rowing and sailing lifeboats. The modern fleet is shown by the Tyne, Brede, Arun, Medina and Atlantic 21 lifeboats at sea, and the

fitting out, at RNLI Cowes Base, of the D class inflatable. RNLI Director, Rear Admiral W. J. Graham tells Mr Baxter why the different classes are needed and explains the benefits of a voluntary lifeboat service. The back-up services provided by the Poole depot, the drawing offices and head office in general are also explained.

Sequences of rough seas, rescues and wrecks include film not seen publicly before and there are poignant pictures of the Penlee lifeboat *Solomon Browne* which was tragically lost in December 1981. Three fishermen are plucked from the sea as their boat sinks under their feet; a grounded ferry, a tanker, fishing boats and an oil rig are all assisted by lifeboats.

Finally, Mr Baxter asks Norman Burrough, chairman of the film's sponsors, James Burrough plc (distillers of Beefeater Gin) to explain why he decided to sponsor the film and what, as a businessman, he thinks of the Institution and its efficiency. *In Danger's Hour* contains no staged incidents, no actors and the wrecks and rescues are all for real. It is one of the most dramatic lifeboat films ever made.

On station

The following lifeboats have taken up station duties:

Littlehampton: Atlantic 21 class lifeboat B564, *Blue Peter I*, September 7.

Macduff: Atlantic 21 class lifeboat B530, September 19.

Holyhead: 47ft Tyne class lifeboat ON 1095 (47-004). *St Cybi II (Civil Service No 40)*, September 20.

Fraserburgh: 47ft Tyne class lifeboat ON 1109 (47-007), *City of Edinburgh*, November 30.

Festival of Remembrance

A lifeboatman took part in the procession in the Festival of Remembrance in the Royal Albert Hall on Saturday November 9. On the special 40th year after the end of World War II, Len Patten, coxswain of Newhaven lifeboat, was invited to join the ranks of servicemen to carry the RNLI flag in this moving show of remembrance.

Helicopters

The article *Colleagues from the Sky* in last quarter's issue caused considerable interest and comment. Wing Commander Ian Robins from Headquarters Strike Command, RAF High Wycombe, has asked that one or two amendments to the article be pointed out. Namely, the Wessex helicopters of RAF Valley are under the control of NRCC Edinburgh and not Plymouth and that Nimrods, available both to NRCC and SRCC, are based at RAF Kinloss in Scotland and RAF St Mawgan in Cornwall.



Quick thinkers: coastguards were able to rescue a man from the sea at Eyemouth thanks to the prompt action of David Clark (10) and his sister Margaret (8). They were on holiday when they saw the man fall from rocks into the sea and raised the alarm by scrambling up a cliff. Their reward for their alert action was a day out with the men of Greenock MRCC which also included (above) a ride in Helensburgh's Atlantic 21 lifeboat.

photograph by courtesy of *The Scotsman*



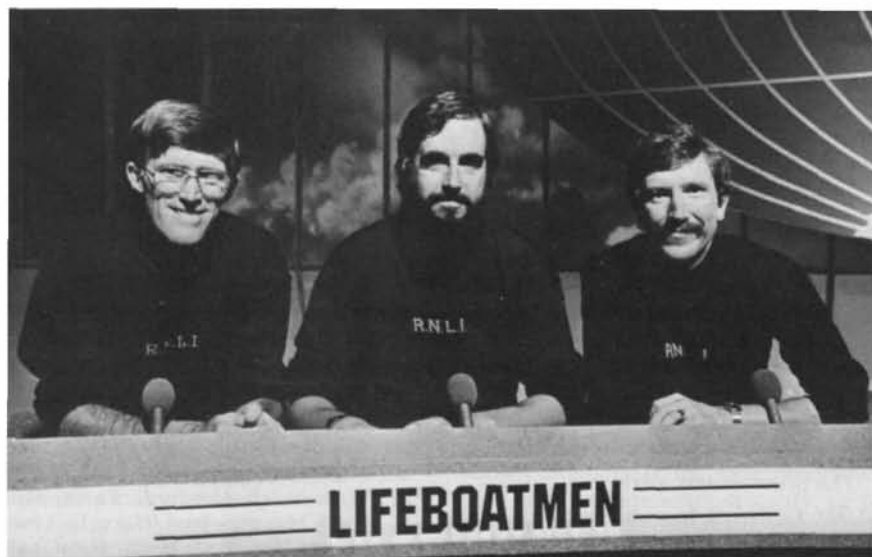
Dog watch: one of these two is Second Coxswain David Lemonius of Yarmouth, Isle of Wight, lifeboat. The other is an imposter named Willum.



RHS awards: as well as letters of thanks from the RNLI, three Southend lifeboatmen were presented with awards from the Royal Humane Society after they rescued an 84-year-old man who fell from Southend Pier in November 1984. They saved his life with mouth to mouth resuscitation and heart massage and are seen here receiving their awards from Councillor Philip Herbert, Mayor of Southend (2nd l). The lifeboatmen are (l to r) Helmsman Paul Gibson, Crew Member Mike Whistler and Senior Helmsman Bob Fossett. photograph by courtesy of Southend Evening Echo



Ad infinitum: there is no such thing as being put out to grass for many lifeboats leaving the RNLI's service. This photograph was taken in Montevideo in Uruguay last June on the day ADES II, formerly Arbroath's The Duke of Montrose, began her new lifeboating career in South America. In the background is ADES I, formerly RNLB Greater London, built in 1928, sent to Uruguay in 1957 and continuing as a lifeboat at Colonia, 150 miles west of Montevideo.



Question time: three lifeboatmen from Minehead ready to answer questions in a new series of Granada TV's Busman's Holiday, beginning in the new year and offering prizes of trips to exotic parts. Bryan Stoner (l), Chris Rundle (centre) and Phil Leech (r) are reported as saying that they would be happy to be sent 'anywhere where the seas are warm and not too choppy'.

He also makes the point that RCC controllers will all have had Nimrod experience and that although navigators, winch operators and winchmen tend to stay longer in SAR, RAF air and ground crews do not specialise in SAR alone.

Obituaries

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

August, 1985

Mr Frederick Brooks MBE, chairman of Hayling Island branch from 1970, later becoming president. In 1977 Mr Brooks became chairman of the station branch committee. He was awarded a RNLI statuette in 1981 and also the MBE for his services to the community.

Miss Elizabeth Armitage who began fund raising for the Institution in 1955; she was chairman of Brixham ladies guild until 1978 and was president at the time of her death. Miss Armitage was awarded a gold badge in 1982.

September, 1985

Councillor Ex-Provost Milne of the Royal Burgh of Queensferry, chairman of Queensferry lifeboat station for 15 years.

Mrs J. Battye, aged 97 years. Mrs Battye was treasurer of Hepworth and Scholes ladies guild from 1926, when the guild was formed, until 1960. She continued to help with fund raising and house to house collections until she was over 90 years old.

George Ellis, coxswain of Clacton lifeboat from 1953 to 1968. Mr Ellis joined the crew in 1934 and also served as second coxswain from 1945 to 1953.

October, 1985

Dr Denis Leslie, chairman of Penlee and Penzance branch from 1974 to 1983 when he was elected vice-president. Dr Leslie also served as Penlee station's honorary medical adviser from 1956 to 1973. In 1972 he was awarded the RNLI's silver badge, and a gold badge in 1982. The French government made him Chevalier de L'Ordre du Merite Maritime in 1970 for services to French seafarers and in 1983 he was appointed MBE.

Coxswain John Graham (Griff) Griffiths of Salcombe. Coxswain Griffiths joined the lifeboat crew in 1962 and was appointed coxswain in 1973, a position he held until 1984 when he retired. Coxswain Griffiths was awarded the thanks of the Institution on vellum in 1979, a collective letter of appreciation signed by the Duke of Atholl in 1983 following the capsizing and successful righting of Salcombe lifeboat, and a long service badge in 1984.

Memorial garden

A garden, the inspiration of the late Councillor Clarry Ash, has been built at Penlee Point in memory of the lifeboatmen lost in December 1981. Mrs M. E. Harvey of Newlyn gave the land and



Lifeboat weddings: when David and Anne Richards were married in September an archway of oars was held aloft for them. David is a crew member of Exmouth's D class inflatable lifeboat and his RNLI colleagues were there to do him proud. Furthest oar-bearer on the right is Angus 'Kipper' Sargeant who himself was married three weeks earlier when, much to the astonishment of his bride Jill, after the reception, she was whisked away for a trip in the relief Brede class lifeboat, Merchant Navy.

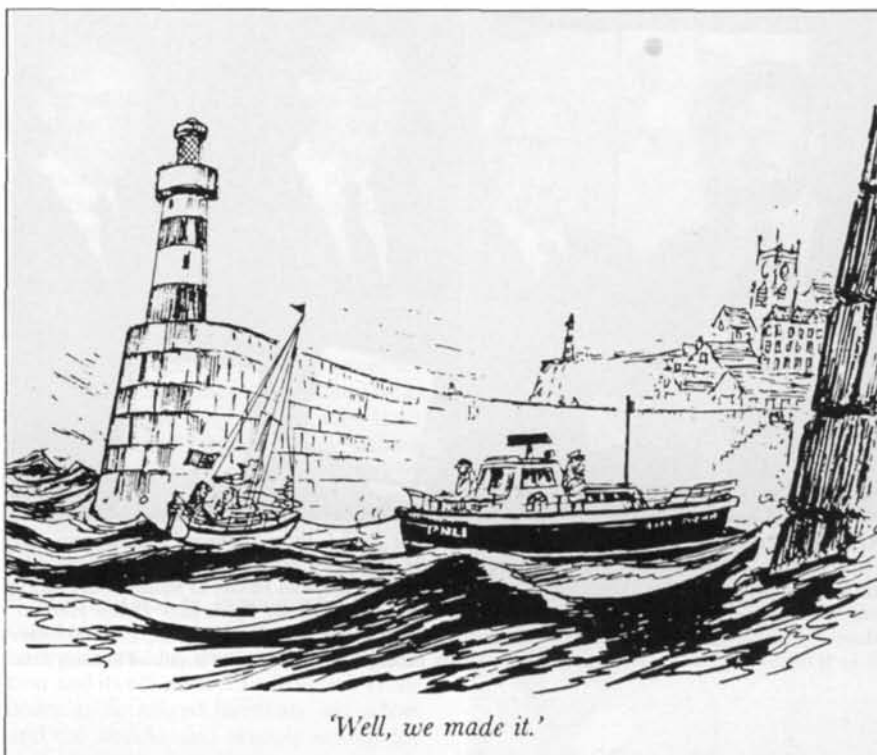
local people provided materials and plants for the garden whose centrepiece is a steel memorial plaque, presented by Port Talbot branch. Last May the garden was dedicated by the Reverend R. H. Cadman and other clergymen in the presence of the Mayor of Penzance, RNLI officials, families of the lifeboatmen lost and many other supporters.

Back sliding

On a visit to Newton Ferrers in South Devon the emergency mechanic of Poole lifeboat, Alan Channell found himself standing in front of the old Yealm River lifeboat station which was closed in 1927. It was a chilly day and he was wearing his RNLI sweater. Although the slipway was still intact, the building had been otherwise attractively converted. Admiring the builders' handiwork, Alan Channell stepped back, lost his footing on the slimy surface and began a spectacular, accelerating slide on his back 20 feet down the slipway. He picked himself up at the bottom and coolly remarked to the bemused bystanders that it must be a good sixty years since a lifeboatman launched from that particular slipway.

Lottery

Poole Town's tourism officer, Patrick Baker, was on hand on October 31, 1985 to draw the 31st national lottery at Poole head office. Mr Baker has done much to publicise the work of the RNLI through his office and an invitation to draw the lottery was a way of thanking



Top drawer: Mike Peyton has published another book of his famous cartoons casting humorous light on yachting predicaments. *Out of Our Depth* (Nautical Books, £5.95) will touch a few raw nerves as well as causing plenty of chuckles. Mike Peyton lent valuable support to the RNLI in providing illustrations for the book *All at Sea* which has, to date, made well over £13,000 in royalties for the Institution since it was published in 1984.



Made to measure: it took Brian Dew (above) six months to build this 1/12th scale working model of Padstow's new 47ft Tyne class lifeboat. The model is built of wood and fibreglass, has twin electric motors for propulsion and for operating the trim tabs and it is radio controlled. It has been much admired by all Padstow lifeboat's crew and is used to raise funds locally.

him for all his help. Rear Admiral W. J. Graham, director, and Anthony Oliver, appeals secretary, were on hand to ensure fair play.

Following the draw, Councillor John Jewson, ex-Mayor of Woking, presented to Admiral Graham a cheque for £13,300, the total amount raised during his year in office. The money will be used to buy navigational equipment for the new Tenby lifeboat, RFA *Sir Galahad*.

The prizewinners were:

- £2,000: C. Barrell, Ipswich, Suffolk.
- £500: P. M. Hales, Coverack, Cornwall.
- £250: G. L. Clifford, Weston-super-Mare, Avon.
- £100: Maxine Linnell, Bishopston, Bristol; Mrs C. Collard, Highgate, North London; Mrs M. J. Perks,

Great Wyrley, Near Walsall, Staffordshire; A. J. Whadcoat, Gravesend, Kent; Mr J. G. Doyle, Formby, Merseyside; A. Brownlie, Southend-on-Sea, Essex; John Linsie, Coventry, West Midlands.

- £50: E. G. Pople, Ashford, Middlesex; B. Jarman, Gerrards Cross, Buckinghamshire; Miss A. Normile, Carrville, Durham; Mr J. Medlicott, Shrewsbury, Salop; Mrs B. Shrubshall, Chard, Somerset; Mr and Mrs Eva, Walthamstow, London; J. R. Newson, Southminster, Essex; John Rawnsley, Horsforth, Leeds; Miss M. Maughan-Wolf, Hove, East Sussex; Miss M. J. Higgs, Great Yarmouth, Norfolk.

The draw for the 32nd national lottery will be held on January 31, 1986 at Poole head office.

Books ...

● THERE HAVE BEEN many lifeboat histories produced by Jeff Morris in recent years, all of which have been meticulously researched and illustrated. **The Story of the Hoylake and West Kirby Lifeboats** is no exception. He traces the early years of the two stations, very early years indeed in Hoylake's case as the first private lifeboat was placed there in 1803.

Many noteworthy services and events up to the present day are recorded; one of the more unusual services being to the converted ship's lifeboat *Oo-la-la* of Egremont which was drifting towards East Hoyle Bank on October 17, 1937. To attract attention to themselves the eight men on board made a distress signal by burning a pair of trousers. The signal was spotted by coastguards, Hoylake lifeboat, *Oldham*, was launched, the men were taken on board and *Oo-la-la* was towed to safety.

Not all the services carried out by the two stations have been so eccentric and their record of two silver and five bronze medals is testament to considerable achievement. Copies of the book can be obtained from Mr R. Jones, 6 Eaton Road, West Kirby, Wirral, Merseyside, price £1.25 including postage and packing.—S.J.G.

● **Rogue Waves**, compiled by Nicole Swengley (Adlard Coles, £5.95), is a collection of entertaining nautical stories contributed by well known personalities and with lively illustrations by "Zeus". Non sailors and old tars alike will enjoy this compilation made up from contributions by those who can, those who thought they could and those who definitely couldn't and still can't cope with boats.

Without this book you will never know the finer details of why Erin Pizzey had to be used as ballast in Chichester harbour or how the Duke of Northumberland helped to drain the Crinan Canal with a bowsprit. A third of the royalties on the book have been kindly donated to the RNLI.—G.P.

● Two hundred years of the bustle and turmoil of Hastings Old Town life is contained in **Fishermen of Hastings—200 years of the Hastings Fishing Community** by Steve Peak (News Books, £5.95). The book brings vividly alive the warmth, vitality, tragedy, drama and courage in a community that traces its roots back to the Middle Ages. This glossy, soft-backed book is packed with black and white photographs, some of which have never been seen before. It includes a 20 page chapter about Hast-

ings lifeboats, from their uncertain beginnings, and internal and external disputes, to the modern day.

Every service up to 1945 is described together with details of each lifeboat and coxswain; from the unfortunate Charles Picknell who, in 1859, was chased round the fishmarket by a hostile crowd, through the bravery of "Biddy" Stonham in 1904 and Ned Muggridge and Bill Hilder in 1943, to the rescues of Joe Martin, the current coxswain. Personal accounts by crew members and superb photographs make the story of Hastings lifeboats fascinating reading.

Three intriguing appendices complete this excellent book. A list of the fishing families and their nicknames, the Hastings boats since 1925 and a glossary of local words and expressions and their "translations". A bibliography and reference list are the final contribution to a tapestry of interest reflecting the changing times, not only of Hastings, but of many similar coastal towns around the country.—G.P.

● How to organise a fund raising event! Many of our fund raisers are experts in that field, but even experts need a helping hand once in a while with fresh ideas for events. Newly formed branches, perhaps a little unsure of the best way to plan a bazaar, beetle drive or carol singing session, will also find **Group Fund Raising, A Handbook for Local Organisers** by David Saint (Printforce, £3.95) very useful.

This book gets down to basics; what you want to achieve from your event, how to plan it, how to budget expenditure, arrange publicity for the event and handle legal problems which might crop up. As well as the basics there are over 100 ways of raising money listed to suit the largest and smallest of branches and guilds. Group Fund Raising can be obtained from Printforce, 6 Angle Hill Drive, Sutton, Surrey, SM1 3BX.—S.J.G.

● *'There is nothing in this book that you cannot read while a coat of varnish dries off, or the shape of a buoy becomes a bit clearer in the haze ...'*

So Paul Heiney and Libby Purves introduce their co-written, **The Sailing Weekend Book** (Nautical Books, £12.50), an intriguing pot pourri of topics, the kind a sailor will contemplate during his less stressful moments. As the authors say, it is a book which 'may never save your life' but which they hope 'will enhance it'.

The only common factor to the book's chapters is the sea; otherwise they show extraordinary diversity, each one being a self-contained nugget of enlightenment. Subjects range from the Michael Caine not-many-people-know-that type of information about nautical superstition (lumps of coal from the high-tide line are a good thing to carry

on board) and the truth or otherwise in old wives' dicta, (*when the sea hog jumps, stand by your pumps*), to the comparative practicalities of how to tell your razorbills from your guillemots.

Then there are the more narrative chapters; a cruise to western Ireland aboard *Barnacle Goose* in the writers' company in which many yachtsmen will be able to share the agony and ecstasy that goes with every such trip. And some delightful portraits are painted of 'ships that pass', like a Trinity House vessel, a coaster and a tugboat, all vessels about which many itinerant yachtsmen may have idly tried to imagine life on board.

The reviewer must confess to yearning sometimes to know who wrote which bit; married the Heiney/Purves unit may be, but when two authors are, through broadcasting, individually so familiar with their reader, it is frustrating not to know whether you should be picturing Paul or Libby standing on the heaving bridge of a dirty British coaster.

That should probably not matter and instead it might be better simply to enjoy the book for what it is; an appetising buffet of seafood for thought from which you can take as much or as little as you like—and always come back for more because it is not going to go off for quite a long time.—E.W.W.

● Lighthouses are fascinating places, their very existence on tiny outcrops of rock is a tribute to man's construction skills. **View from the Sea** by Richard Woodman, illustrated with paintings by David Smith, (Century Publishing, £12.95) is a marvellous journey around the coast of Great Britain, giving two unique views of Britain's lighthouses and light vessels. Richard Woodman has worked for Trinity House since 1967 and writes about the coastline from a seaman's point of view, with observations on the sea and weather.

David Smith gives the artist's view with magnificent illustrations, often executed in seemingly impossible conditions. In the introduction to the book Richard Woodman describes the night of January 13, 1984 when there was a west-south-westerly force 8 to 9 gale, with long gusts of 50 to 55 knots; "all this was in the 'shelter' of an anchorage but it was grist to David's mill and I distracted my anxiety by watching him draw the effect of a 50 knot wind on these so-called 'sheltered' waters." *View from the Sea* is a superb book which would make an ideal present for anyone interested in lighthouses in particular or the sea in general.—S.J.G.

● Recently published: **Handbook for Radio Operators** (Lloyd's of London Press Ltd, £9.95) and **Emergency Navigation** (Ashford Press, £16.95).

THE LIFEBOAT SERVICE—Past and Present

100 Years Ago

The following item was first published in THE LIFEBOAT of August, 1886.

A NIGHT ON THE GOODWIN SANDS.

On the 20th of April last a grievous disaster occurred on the Goodwin Sands, which resulted in the loss of a Norwegian brig, *The Auguste Herman Francke*, with six hands out of a crew of seven all told.

All day on the 20th a strong breeze from the N.E. had been blowing, with a heavy sea, on Deal beach.

The weather at the same time was so thick that nothing could be seen of the Goodwins or of the Lightships which surround them to warn the mariner from the deadly sands.

About 5 or 5.30 p.m. the fog lifted, and keen watchers on Deal beach averred they saw, by the aid of a powerful telescope, a man running wildly to and fro on the Goodwins which it should be remembered are treacherous quicksands, separated from the mainland by four miles of deep water, and in the direct highway of ships bound to and from London, the North of England and the Baltic. Almost at the same time the wrecked vessel was also discerned by the distant East Goodwin Lightship, which at once began to fire signals to inform the Life-boats that a vessel was on the Goodwins.

There were hundreds of the Deal and Walmer boatmen eager to man the Life-boats; but at the very time when the wreck was made out a lee-tide had begun to run, and would not cease until 10.30 p.m. In a lee-tide it should be understood that no boat of light draught would be equal to the task of beating to windward successfully. The wind and tide running in the same direction (for this is the meaning of a "lee-tide") would force the boat in each tack further from the point she aimed at.

Hence the noble boats and the men anxious to man them were absolutely compelled to wait. The Deal coxswain wired to Ramsgate that Deal was helpless; Walmer being further to leeward was still more helpless, and the Ramsgate Life-boat and crew, the heroes of a hundred rescues, were, owing to most unusual circumstances, placed in the same position. Hundreds were now assembled on Deal beach, and around me were gathered pilots, boatmen, and the coxswain of the Life-boat. Efforts were made to signal a passing tug-boat, that she might tow the Life-boat to the wreck: a flag was dipped, a light was burned at the end of the pier, but all to no purpose. Anxiously we discussed every alternative, and it was sorrowfully decided that nothing more could be done until the lee-tide had run, which would be about 10.30 p.m.

It was evening, and the hour of the service for Boatmen held by the "Missions to Seamen" Chaplain, and the men as usual trooped in and joined in our service. Stirred by the occasion, we sang as one of our hymns "Rescue the perishing." The coxswain and some of the men who subsequently formed the crew of the Life-boat were present—men who had taken part in many rescues—and I know that at any rate some of the company were deeply touched by the scene, the glorious message of the Gospel and the surrounding circumstances.

Service over, we again consulted; standing low down in the darkness on the beach, and close to the white line of grinning surf, it was decided by myself and the coxswain that we should launch the Life-boat about 9.30. I went home to dress, and meantime the bell was rung, and a rush of many brave boatmen was made to secure the belts, the possession of which by the first fifteen entitles them to form the crew. So eager were the men, that the Life-boat was launched, to my great regret, just

before I got back, and away she went on her errand of mercy into the darkness. It was a noble sight. The Life-boat and her crew having reached the inner edge of the Goodwins, which is about four miles from land, met the weather tide, which helped them to windward as they tacked along the edge of the broken water on the sands. About 2 o'clock in the morning they drew near the place where the vessel was, but as it was pitch dark, with heavy sea, and they could neither see nor hear any signal, they anchored and waited till the day broke.

Here we may explain what befel the ship and her crew since 8 o'clock the preceding morning when she struck:—

As the tide rose over the Goodwins, each mighty sea broke over the wreck and lifted her, weightily laden as she was with ice, and then hammered her down on the sand. The mainmast went, and crawling forward under the remains of the weather bulwarks, the captain and crew lashed themselves—seven in number—to the foremast. The foremast and rigging soon went over the side, carrying with it six of the crew to a watery grave before the eyes of the captain; one poor boy clung to the jib-sheets and struggled hard for life, calling to the captain to save him. A heavy sea dashed him against the side, and then swept him away for ever! And now the captain was left alone. All this time, owing to the dense fog, neither the Lightships nor a soul on the shore knew that there was a vessel in distress on the sands. The tide fell, and half crazed, he got on the sands now bare of water, and ran about waving a piece of canvas lashed to a pole. By God's mercy he was seen at Deal, but he knew nothing of this, and as the cruel sea again covered the Goodwins, he had to return to his lonely perch as night came on, and again to lash himself to the stump of the foremast, having only a platform of three feet square to stand on. Who can imagine the horrors of that night to him?

He had expected to find, and looked for his comrades' bodies on the sands; and now, what visions must have been depicted to his mind! But the Life-boat, though he knew it not, was close at hand—close to him in the darkness!

"For His mercy endureth for ever."

And when the day dawned, the gallant crew of the Deal Life-boat, burning with eagerness to save him, got up anchor and ran their boat right at him through the surf, as close as they could get to the wreck.

The poor fellow at last, seeing the Life-boat, rushed in his weakness into one of the treacherous "fox-holes" of deep water—as the Deal boatmen call them—which lay between him and the Boat, and over which surf was breaking, and but that one of the Life-boat men with a line round him gallantly jumped in, he might have been drowned after all. Thus the solitary survivor was saved at last.

The scene on Deal beach as the Life-boat returned was very touching. Crowds were assembled to see the returning boat, and I led the poor tottering stranger—overwhelmed with the scenes he had witnessed, and with the mercy of Almighty God, who had spared his life—to the Boatmen's Rooms at N. Deal, where hot coffee and friendly sympathy awaited him.

T. S. TREANOR,
Chaplain "Missions to Seamen."
Hon. Sec. "Goodwin Sands and Downs"
Branch of THE ROYAL NATIONAL LIFE-BOAT
INSTITUTION.

Today's Lifeboatmen



Coxswain Alan Thomas of Tenby. Alan Thomas joined the Tenby lifeboat crew in 1966, was assistant motor mechanic from 1972 to 1974 and served as second coxswain from 1974 to 1982 when he became coxswain. He was awarded the thanks of the Institution on vellum for a service he carried out on May 15, 1983 in the station's inflatable lifeboat. The D class inflatable was launched into a moderate sea after two young boys had been cut off by the tide at Freshwater East, westward along the coast. The two boys were picked up, none the worse for their ordeal, but in worsening weather the return trip took nearly an hour. Alan Thomas is married with four children and is well known among the many holiday makers who visit the town as he is the boatman in charge of the ferry to Caldy Island, a trip Alan makes at least once a day, every day of the year, fair weather or foul.

Facts and Figures

Provisional figures show that in 1985 lifeboats launched 3,003 times, saving 1,351 lives.

In 1984 lifeboats launched 3,631 times (an average of nearly ten times a day) and saved 1,336 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.

113,149 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	£8,250
17ft 6in C class inflatable	£10,500
21ft Atlantic rigid inflatable	£31,000
47ft Tyne	£450,000
52ft Arun	£415,000



Andrew Holland, a 13-year-old Sea Scout from Inverkeithing, Fife, undertook a sponsored 28-day camp out last summer to raise funds for his Scout group and the Institution. Andrew had the company of his brother David who camped with him for most of the 28 days. Group Scout Leader John Sherwood (r) was obviously delighted with Andrew's endurance and cooking. The sponsorship money came to £400 and was divided equally between the 49th Fife Scout Troop and the RNLI.

Fair weather or foul

During Hoylake lifeboat station's open day last August it was a case of 'What shall we look at first?' And with so much to see and do it must have been a hard choice for many of the 10,000 people who went along. Perfect weather encouraged visitors to walk around the static displays put up by the Fire Brigade, HM Coastguard and the Country and Urban Park Rangers. Souvenirs and raffles and a jumping castle to keep the children occupied were also very popular. Among the highlights of the day were displays by the the Red Arrows, British Aerobatic Team captain, Richard Goode and RAF Valley SAR Flight. There was also a demonstration by Hoylake, New Brighton and West Kirby lifeboats. The day was highly successful for all concerned and raised an all time record for the event—£8,182.

Edgbaston and Harborne guild held a coffee morning and nearly new sale at the home of Mrs Gladys Harris which raised a magnificent £1,023. This was in spite of wet and windy weather curtailing the selling power of the outdoor stalls.

As part of Shepway District Council's celebrations, 'Folkestone—The Glorious Years', a street festival was organised in September with people from all over the country providing entertainment for residents and visitors. Two of

the entertainers collected money for the RNLI; Ron Armstrong from Gravesend took along his fairground organ and collected £70. Mr and Mrs Smith from New Romney allowed members of the public to play their barrel organ and raised £217 in two days. A friend from Germany who is a member of the German Lifeboat Society helped Mr and Mrs Smith with their collection.

An October fayre was run by Broadstairs ladies' guild which had people queueing at the door well before opening time. Many hours spent knitting, sewing and cooking by guild members meant attractive displays on every stall inside the hall. Over 240 people visited the fayre and were entertained by a selection of favourite melodies played on the piano by a willing helper. The Mayor of Broadstairs was on hand to draw the raffle and present the prizes. When the fayre closed, just one and a half hours after opening, over £782 had been raised.

The weather smiled favourably on Buckfastleigh branch when they held their fete in August last year in the grounds of Bossell House Hotel, by kind permission of Mr and Mrs Botell. Competitions, stalls, raffles and demonstrations by St John's Ambulance, who made up visitors with horrific wounds, the local band, Blue Sapphire, and a majorette team helped the branch to amass £391.38. Another attraction at

£

THE FUND RAISERS

the fete was a display of lifeboat models made by Mr Phil Johnson and Mr Steele.

In August 1985 Bumpstead District branch held a summer fete, with a publicity inflatable lifeboat as the centre-piece. Such was the success of the day that nearly £640 was raised. With the proceeds from taking part in a locally organised fun day, opening a garden to the public, barbecues, house to house collections, souvenir sales and donations, this rural branch have been able to forward £1,950 to Poole headquarters.

Bowled over

Following a week's tour of Somerset, Middlesex County Women's Bowling Association, was able to send donations to RNLI headquarters totalling £109. Mrs M. Hiorns, the president, had chosen the Institution to benefit from the association's charitable earnings during the week.

Starting young

During Walton and Frinton's lifeboat week Anne Pearce, a young supporter of the local guild, ran a jumble sale in the garden of her home with the help of two friends, Anna and Claire. The sale brought in over £56.

Some hard work and meticulous research brought its reward for pupils from Falkirk High School. The eight pupils had studied the story of the liner *City of Benares* which sank in 1940. Ninety children were on board the liner at the time and sadly 77 were drowned.



One armed bend it: superfit Ian McKenty (l) and Andy (r) raised themselves 1,050 times and £140 in cash in 30 minutes by doing one armed press-ups. This excruciating exercise took place in The Ale House, Bath, and was organised by Mr Witham. The money works out at over 13 pence per press-up! Here, Andrew Young, regional organiser for the south west, receives the fruits of their arduous labour.

photograph by courtesy of Wessex Newspapers

Six of the survivors were contacted and the eight pupils produced a 24-page booklet which was sold to raise funds for the Institution. Their reward? The booklet made £145 and when researchers at the BBC heard about the project, the eight were invited to appear on the Blue Peter programme.

Party funds

On one of the few fine evenings in July 1985, Sir Alec and Lady Rose hosted a wine and cheese party in the garden of their Hampshire home. The evening raised £700 for **Havant branch** and was attended by over 100 people. Mrs T. Daines, Mayor of Havant, was at the party, together with Rear Admiral W. J. Graham, RNLI director, Wendy Nelson, regional organiser (South) and members of Hayling Island lifeboat crew and other local fund raising and station branches.

Who could refuse an invitation to a champagne luncheon? And if it was for a good cause, all the better. Gillian von Drehle, an ex-patriot, now living in Michigan, USA, invited her friends to such a luncheon and the fact that they

had to pay \$10 each did not deter them. The ladies had a highly enjoyable time, a profitable time too as Mrs von Drehle was able to send £304.66 to **Weybridge branch**.

The Alan Baillie Quartet and the Razzle Dazzle Disco provided the music for a gala dance organised by **Girvan** lifeboat crew. The crew all worked hard to make the dance and raffle a success; the work was definitely not in vain as the dance made £1,150.

Christleton branch, Cheshire, held a summer ball in Rossett, near Wrexham in June last year. Among the prizes donated for the raffle was a sailboard. In all, the evening raised a magnificent £3,000.

A water-colour entitled *Lifeboat Rescue at Sea* was donated by the artist David Addey and raffled during a buffet supper organised by the reformed **Tunbridge Wells and District branch** and held in Frant in August last year. Such was the success of the supper and raffle that £900 was made during the evening.

St Donat's Castle was the venue for **Cardiff guild's** largest single fund rais-



Following the announcement that half penny pieces were to be phased out, Fishguard and Goodwick guild member Mary Shaw launched a scheme to collect the coins for the RNLI through the local press. Sealed containers were soon to be seen everywhere, and the response was staggering; 5 1/2 cwt of coins was collected, a total of £736.36 1/2p. Mrs Shaw (l) makes the final pour-in with the help of (2nd l to r) George Edwards, Mrs Norma Greenfield and Mrs Julie McGregor.

ing event in the year. Held last autumn the guild's annual luncheon and raffle raised a remarkable £2,800.

A riotous time was had by over 420 friends who attended the first country and western evening organised by **Dymchurch and District branch** in July 1985. Two bands played throughout the evening, one of which was the Rawhide Westerners from Hythe who were dressed in period western costume, the ladies wearing crinolines and the men resplendent in their stetson hats. The evening made a rootin' tootin' £625.

To ring the changes from wine and cheese, a steak and kidney pie supper dance was held at Greene King's, Kings Cliffe Hotel, Holland-on-Sea. This annual event brings in money for **Clacton branch** and is organised by Roy Buckley, the hotel manager. Mr Percy Rayner, chairman of Tendring District Council, and Mrs Rayner were among the 100 guests at the supper which made over £450.

Training for the record

How long does it take to travel by train to the four corners of the United



Members of the Mechanical Engineering Squadron based at RAF Stanley in the Falklands enthusiastically supported a raffle in aid of the RNLI organised by Chief Technician Bob Allerston. The raffle raised £150 and a large cheque was presented by Bob Allerston (l) to the station commander, Group Captain Tim Elworthy, with the rest of the squadron looking on.



Holyhead and District guild held a coffee morning and annual prize draw in August which raised over £1,500. Anglesey MP Keith Best (r) was at the event and is seen here with (from l) Mrs Ethel Davidson, guild president, Mrs Mabel Self, chairman and Mrs Ethel Becker, treasurer. photograph by courtesy of J. Renton



In spite of rather grim weather for part of the time, the sun eventually shone on the Kingston, Surbiton and Molesey branches' annual inter-club regatta weekend which was a great success. Nearly 150 boats from 14 yacht clubs, including Raymond Baxter's Dunkirk veteran, L'Orage (3rd left), took part. A raft race, illuminated sail past organised by members of the Middle Thames Yacht Club and inter-club races were all part of the two days' activities. At the end of a highly enjoyable weekend £2,030 had been raised for the Institution.

photograph by courtesy of P. Smith



The biennial Caledonian market is a highlight in Arbroath guild's calendar. Opening at 10.30 on the first Wednesday in August, with a queue forming at 9 am, members of the local 'Old Men's Club' take a silver collection rather than give entry tickets, and last year this collection alone raised £299.97. Once inside the hall it was like an Aladdin's cave, full of treasures. The work stall groaned under its load of knitting, sewing, baby wear, toys and household goods. A nearly new stall comprised 14 tables and 12 dress rails; woollens, shoes, bags, suits, evening dresses and a fur coat were the items on offer. An innovation in 1985 was a jam, jelly and pancake stall. The jam and jelly soon sold out but the ladies persevered, making and selling 1,300 pancakes during the day. All this and lots more helped the guild make over £6,000 by the end of the day.

photograph by courtesy of Iain Wight

Kingdom? It took record breaking Carl Lombardelli, a British Rail employee, just 48 hours and 15 minutes to visit Penzance, Lowestoft, Arisaig and Thurso, all British Rail stations which are farthest south, east, west and north. It is the second time Carl has made the trip and he lopped 10 minutes off his previous time. The RNLI benefited from his efforts to the tune of £100 in sponsorship.

Down on the farm

Heavy rain and mud failed to deter visitors to an open day at Ardwall Farm, Gatehouse. Outdoor activities had to be abandoned but indoor attractions such as a film on Ardwall and the vast range of unusual sheep and rare breeds of cattle more than made up for the disappointment. A collection of snakes brought by Mr Ronald McCarlie particularly fascinated visitors. Sales of produce went well and Gatehouse branch were very grateful to Major Walter McCulloch for allowing them to stage the day on his farm. Despite the rain, proceeds totalled £800.

Appeal news

Rye Harbour's lifeboathouse appeal had two welcome boosts from the South London region. Regulars of the Horse and Groom, Streatham, raised £1,500 and asked if it could go to a specific project; the Rye appeal was suggested and happily accepted.

The bridge players of the Racial Decca social club at Tolworth, near Surbiton, held a 24-hour sponsored bridge marathon. Thirty-two club members played for 25½ hours, completing 168 hands. At the end of the marathon

it must have been diamonds the players could see before their eyes, not spots. The group's chairman, Cherry Emery, had been rescued 15 years ago after an accident in Rye Bay and she was delighted to present £844 to the appeal fund.

Latest collections

An offer from the Scottish Woollen Shop, Sevenoaks, to provide a programme of three charity fashion shows within ten days was eagerly accepted by three local branches, and resulted in £500 for the RNLI at each of the two fashion supper evenings organised by Sevenoaks and Ashted branches. Over £1,100 was raised at a fashion lunch given by West Malling and District branch. All three events were superbly organised and well attended and the RNLI benefited by over £2,000 from a very generous offer.

Bradford-on-Avon branch held a very successful fashion show which made a profit of £753. About 170 people went to the show where, along with the fashions on display, souvenirs were on sale and the wine and refreshments helped to make it a very pleasant evening.

Climb every mountain

In June 1984, Corporal Don Pearson, then of the Royal Marine detachment at HMS Warrior, Northwood, took part in the Welsh 1000, a gruelling race in the mountains of Snowdonia. The race is about marathon length with some 8,800 feet of ascent. Last year's race was made all the harder by appalling weather conditions. However, the Royal Marines team finished in 8 hours 5 minutes and Don Pearson raised £105

in sponsorship which he presented to Northwood branch.

A two-mile canoe ride from St Agnes beach to Bawden Rock followed by an 80ft rock climb to the top of the rock and down again, and a return journey to the beach was the method of raising money used by four regular soldiers attached to 37 CTT. The four, who were training at Penhale Camp near Newquay were Sergeants Dave Hawkes, Bill Healey and Tony Walton, and Warrant Officer Bob Bowden. They made the complete trip in just under two hours raising £256.51 from the officers and cadets at the camp.

Past on show

Nostalgia reigned during a two-day exhibition held in the old Cresswell lifeboathouse and mounted by Morpeth ladies' guild. The exhibition showed the history of the station with old and treasured photographs kindly loaned by local people. Grandchildren of local lifeboat heroine Margaret Armstrong travelled from far and wide to see the display. Newbiggin lifeboat visited Cresswell on both days, re-kindling memories of those who could remember the Cresswell lifeboat. At the end of the exhibition over £375 had been made.

No hurry

Archie Parker and his son Alan walked the 95-mile trek along the West Highland Way to raise funds for Kilwinning branch. The walk took them south from Fort William to Milngavie and lasted 5½ days. Mr Parker said afterwards they could have done the walk in a quicker time but having such good weather, coupled with the breathtaking beauty of the countryside, to have



Not wanting to see a bumper crop of apples from the garden go to waste, Harriet Masser from Windsor made herself a poster, washed all the apples and placed them in a basket on her doorstep, asking passers-by to put donations for the RNLI through the letter box for any apples taken. Thanks to the support of local people, Harriet raised £10.36.



RNLB The Duke of Cornwall, a 52ft Barnett class lifeboat, until recently stationed at The Lizard/Cadgwith, on passage between Hayle and St Ives. Well, actually, it's a model of her and she and two other lifeboat models, the creations of Hayle Model Boat Club, took part in a sponsored sea-borne passage which brought in a handsome £777.54 for St Ives branch.



With the RNLI advertisement '£5 buys him a pair of boots' in mind, St Alban's and District branch borrowed a set of protective clothing to highlight the need to raise funds. Branch member Alan Edmunds donned the clothing (and somewhat antiquated lifejacket) at the branch's coffee morning and bring and buy sale held at the home of Mr and Mrs John Cox. Over 200 people attended the event including the Mayor and Mayoress of St Albans. It was a great success and made £641 in just two hours.

photograph by courtesy of Herts Advertiser

hurried would have been unthinkable. It all added up to a very pleasant way of raising £630.

Under the hammer

As a final fund-raising gesture before moving house, the Howard family organised an auction and jumble sale in the garden of Rhu House, Tarbert, Argyll. Help was obtained from the Police, Fire Brigade and the US Navy Base at Machrihanish. Tents, tables, tea urns and chairs were all borrowed from local families and churches, and valuable advice was given by Rhudle Mill Antiques for the auction. The sale and auction took place in glorious sunshine and the highlight of the day was Bruce Howard's humorous, but professional performance as auctioneer. The proceeds from the day, which also included side stalls and competitions, came to a magnificent £1,533.

One hundred and twenty lots came under the hammer of Chancellors Holiingsworth auctioneers in Ascot. The lots were promises of goods or services being sold at Ascot branch's auction of promises. Among the lots were a free initial parachute training course, a pair of first class rail tickets, 250 kg of horse manure, ready bagged, two tickets for No 1 Court at Wimbledon and five litres of paint. One lot, a week's use of a four bed roomed holiday house on Barra Island was sold for £160. In all, the auction raised a remarkable £3,641.

Carpet custom

How can carpet samples raise money for the RNLI? Landale Carpets in the Yorkshire Dales village of New York has a lifeboat collecting box and, when customers ask for carpet samples, these are willingly supplied if a donation is put in the box. In the space of a few months over £47 had been collected.

Harbour dues

Wilson Scott, a member of Oban lifeboat crew, spent a pleasant day with Dina Robertson, daughter of the Oban ladies guild president. They were on a dinghy tour of the yachts moored in the harbour, making a collection for the branch. At the end of their trip they had collected £70.

On your toes

Two performances by pupils of the Sylvia Bebb School of Ballet and Theatre Arts in Bedford made £1,046 for St Ives lifeboat station. Miss Bebb, who trained at the Royal Ballet School and danced with the London Festival Company, has gone to St Ives for holidays for over 30 years and has raised over £2,000 for the station. Last year's money will be put towards the cost of a new inflatable lifeboat and launching carriage for the station.

Waves of support

Members of the F-100 Breakers Club held a CB marathon in August last year from their clubhouse at Hurtmore, Surrey. During the 168 hours spent continuously on the air, money was raised from donations from other stations contacted, or 'copied'. Sponsorship from the number copied, together with raffles and mini auctions brought the total money raised throughout the day to £545.63 which was then handed to Godalming branch.

During a special open day to mark the 125th anniversary of Margate lifeboat station, a special radio station was set up in the boathouse. Over 250 two-way contacts were made both in the United Kingdom and abroad, and a further 50 short wave listeners sent in reports, all of whom received a special postcard of Margate lifeboat. By pre-arrangement the motor mechanic from Rhyl called up the station on the amateur band and talked to Margate's mechanic. Donations were received following the event and much goodwill was generated around the country.

Many a mickle . . .

An unusual competition, 'Around the Flugga', helped Aith's lifeboat gala day to be a record breaking success. People had to guess how many nautical miles, to the nearest tenth, that the yacht *Hermes* had sailed from Lerwick to Aith via Muckle Flugga. Several years ago Sean Milligan, her owner, was helped by Lerwick lifeboat and the trip was his way of repaying the favour. The distance of 129.5 miles was guessed by four people, three of whom accepted monetary prizes, the other opting for the trip back to Lerwick in *Hermes*. The competition made £630 and the entire day raised over £2,570.

Bar profits

Having spotted an RNLI collecting box in his local pub, The Angler's Retreat at Marsworth, near Tring, Shoreline member Mr G. R. Fountain introduced himself to the landlord and produced his Shoreline membership card. The landlord, known simply as 'H', took swift action and started to pass round the collecting box. Over the next ten days £163 was collected.

Although, sadly, her husband John died in 1985, Mrs Maureen Moore, landlady of the Prince Regent Hotel, Tiverton, carried on with the fund raising campaign he had started and with a varied programme of events including sponsored diets, pub crawls, Easter egg money, a spoofing contest and many other events, £1,000 was raised.

Over £140 was contained in a giant bottle kept on the bar in the Swan Inn, Sidmouth. The bottle was smashed (intentionally) during a special fund raising evening at the pub by Coxswain

Keith Graham and Crew Member Graham Willie from **Exmouth**, whose lifeboat was benefiting from the contents. John Mortimore, a local resident, took along his model of a 48ft 6in Solent lifeboat to attract more attention and funds on the evening. Final takings came to £200.

Full house

Q. How can two little ducks help save lives at sea? A. The **Wisbech and District branch** found out following an approach to the manager of their local bingo hall. The last card on Friday, Saturday and Sunday evening sessions was given over as a charity game. The branch provided a star prize and two other minor prizes for 'lines'. Unlucky for some? Not this time—the branch raised £359.57.

High mileage

In an attempt to get better weather for their annual sponsored walk, patrons of the Ribblesdale Hotel, Blackburn, changed the date from Easter to the August Bank Holiday weekend, and walked in driving winds and rain. Over the last three years the hotel has raised £2,180.

Forty pupils of the Priory Prep School, Banstead, took part in a sponsored run on Epsom Downs on behalf of the RNLI. The boys, all aged between five and six years are members of the pre-preparatory department of the school and raised £407.30.

It took only one hour 48 minutes and 22 seconds for Carl FitzPatrick from Yarmouth, to water ski all the way round the Isle of Wight raising £253 for Yarmouth lifeboat station. It was a record breaking feat too as Carl sliced 16 minutes off the previous combination skiing record.

Flower power

A 'residents only' flower show held at Burghhead Community Centre won full approval from those people who entered the competition, and those who went along to look at the exhibits. The local **Burghhead branch** were delighted with the show's success which made £540.

Reliable sources

A new venture for **Caernarfon branch** turned out to be highly successful and profitable. For two weeks in August the branch sold souvenirs from their president's quayside garage. With great support from Shoreline members from far and wide who bought souvenirs, £1,830.30 was raised in two weeks, helping the branch towards a grand total of £5,500 which was sent to headquarters.

North Sunderland ladies' guild's annual harbour fete goes from strength to strength. Last year's fete, held on August bank holiday Monday, was opened by yachtsman David Scott-Cowper, who had only recently completed his epic voyage around the world

in the converted ex-Dungeness lifeboat *Mabel E. Holland*. The day was a tremendous success raising £7,700, of which £151 was made by raffling a bottle of Royal Navy Pusser's rum which Mr Scott-Cowper had donated. At the end of a varied fund raising year the guild accounted for over £16,900.

A coffee morning held at the home of Mrs Beti Gilbert raised £985 for **Kensington branch**. The money came in through bring and buy, souvenir and home produce sales. At her next coffee morning Mrs Gilbert hopes to break the elusive £1,000 barrier.

The Barnby Dun church group organised and extremely successful raft race in July last year. Members of **Thorne guild**, South Yorkshire, sold souvenirs on the day and were later presented with a cheque for £2,702.12 by the race organisers.

Dressed in period costume, members of **Wellington and District branch** manned their souvenir stall during the Pitchfork Rebellion Fair in June 1985. By the time the rebellion ended the branch had sold £90 of souvenirs.

By way of saying thank you to **St Abbs branch**, the Norfet Under Water Photographic Unit held a film show in the local school hall. It is the fourth such film show the unit has organised to thank local residents on behalf of the thousands of people who skindive at St Abbs each year. All the proceeds go to the local branch, which last year amounted to £101.43.

Two second hand sales, a cheese and wine party and a salad luncheon helped **Driffield ladies' guild** raise the gratifying total of £6,600 in 1985.

Since **Scalby guild** was formed in 1980 they have raised well over £9,000. At a recent coffee morning a cheque for £900 was presented to Peter Lacey, area organiser (North East). The cheque brought the guild ever nearer to their £10,000 target to be raised before the end of the 1985 financial year. During the morning four-year-old Paul Reaney presented the guild with a model of Eyemouth lifeboat which had been made by his grandfather. The guild will use the model to raise more funds.

Tom O'Connor, the well known TV personality, launched **Bembridge** lifeboat for a SAR demonstration during the town's regatta. The day's events were opened by branch president Cdr P. Thorneycroft, with Bembridge Mayor, Councillor A. K. Snelling also present. During the day there were beach sports, swimming races, lifeboat queen and princess competitions, aerial displays, church Boys' and Girls' Brigade displays, a fishing boat race and a grand draw. At the end of an action packed day £2,200 had been raised.

Members of the Exeter branch of the British Sub-Aqua Club do not only glean from the sea bed, they are equally at home collecting treasure on land. Volunteers from the club helped as usual during **Exeter's** flag day and accounted for some £619.



Aberaeron branch begin training their helpers at a young age. During the local yacht club's regatta day (l to r) Menna Williams, 7 years, Emma Jones, 11 and Daryl Shute, 10, helped behind the souvenir stall which sold £88 of goods during the day. Daryl and Emma raised another £18.50 during one Sunday lunchtime when they entertained children at the yacht club by putting on a puppet show. The stage, puppets and production were all their own creation.

photograph by courtesy of Phill Davies



The distance between Donaghadee, Co Down and Portpatrick, Wigtownshire, is approximately 22 miles and is one of the trickiest sea crossings in UK waters. On one Saturday in July 1985, after waiting a week for a favourable weather forecast, four members of the Lagan Scullers Club set off at 8.13 am to attempt to make the first ever crossing in sculling boats, two singles and one double. Avril Forsyth and Dusty Anderson, in the double, and Stephen Chambers (not in picture) and Bill Jacques, singles, made the difficult crossing in 3 hours 46 minutes, backed up by two support boats under the command of Captain Bill Long and Ivan Nelson. Over £900 was made in sponsorship, shared between the Donaghadee lifeboat station and the scullers club.

photograph by courtesy of Colin Watson

FLOAT A LOAN WITH US.

If you need finance to get you afloat, Mercantile Credit have the plan to suit all hands.

Whether it's for a new or secondhand boat, refitting or new equipment, we'll get you launched.

With our stabiliser mortgage, loans of over £15,000 can be spread over fixed and equal repayments to keep your monthly outgoings on an even keel.

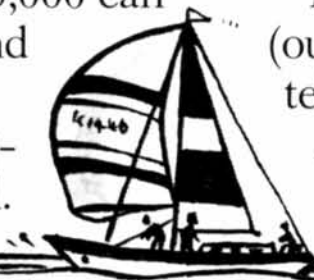
And if your nautical needs are lower, we can provide an unsecured loan from a few hundred pounds, up to £15,000.

Before you cast off, come and talk to Mercantile Credit.

We're often as near as your High Street.

You can call in, or telephone (our number's in the telephone book).

Alternatively, write to the address below.



We're always pleased to provide written quotations to customers on request.
No security is required on loans up to £15,000.

IMM Mercantile Credit

WE'LL HELP YOU ACHIEVE MORE.

Mercantile Credit Company Limited, Marine Finance Unit, Arundel Towers North,
Portland Terrace, Southampton SO9 3RR. Telephone: 0703 34611.

continued from page 262

at once to administer the kiss of life to the unconscious man. He was successfully revived and as the ambulance had arrived at Llangranog, the coxswain decided to beach the fishing vessel there. The man was taken immediately to hospital in Aberystwyth and the lifeboat returned to station at 1630.

Following this service a letter of appreciation, signed by Cdr Bruce Cairns, chief of operations, was sent to the three men who boarded the fishing vessel, Second Coxswain Idris Evans and Crew Members Gregory Boyle and Bernard Evans, without whose action the unconscious man's life would undoubtedly have been lost.

Lifeboat Services June and July, 1985

Aberdovey, Gwynedd

Atlantic 21: June 8, July 5, 14, 15 and 29

Abersoch, Gwynedd

Atlantic 21: July 14, 15, 17, 20 (twice) and 22

Aberystwyth, Dyfed

C class inflatable: June 27, 29, 30, July 4, 6,

14 (twice) and 21

Aith, Shetland

Relief 52ft Barnett: July 8

Aldeburgh, Suffolk

D class inflatable: June 2

Alderney, Channel Islands

33ft Brede: June 4, 6, 16, 23, 27, July 4, 14, 15, 20, 24, 25 and 30

Amble, Northumberland

37ft 6in Rother: July 22

D class inflatable: July 20 and 22

Angle, Dyfed

46ft 9in Watson: June 1, 14 and July 9

Appledore, North Devon

47ft Watson: July 1

Relief 46ft 9in Watson: July 31

Atlantic 21: June 11, July 1, 6, 10, 11, 13, 14, 17, 22, 24, 27, 29, 30 and 31

Arran (Lamlash), Buteshire

D class inflatable: June 26, July 9, 17, 19, 20, 21, 23 and 29

Arranmore, Co Donegal

52ft Barnett: June 18 and July 5

Atlantic College (St Donat's Castle),

South Glamorgan

Atlantic 21: June 18, July 3 and 13

Ballycotton, Co Cork

52ft Arun: June 18, 20, 23, July 25 and 26

Baltimore, Co Cork

48ft 6in Oakley: June 1, 3, 23, 24 and July 21

Bangor, Co Down

D class inflatable: July 17

Barmouth, Gwynedd

37ft 6in Rother: July 27

D class inflatable: June 3, 23, 29, July 6, 17, 24 and 25

Barra Island, Inverness-shire

48ft 6in Solent: July 24

Barry Dock, South Glamorgan

52ft Arun: June 9 and July 13

Beaumaris, Gwynedd

Relief 47ft Watson: July 15

Atlantic 21: July 11 (twice), 20, 21 and 23 (twice)

Bembridge, Isle of Wight

48ft 6in Solent: June 6

D class inflatable: June 6 and July 8

Berwick-upon-Tweed, Northumberland

Atlantic 21: June 1, 4, July 16 and 30

Blackpool, Lancashire

D class inflatable: June 1 (twice), 3 (twice), 14, 25, July 16 (twice), 25 and 27 (twice)

Borth, Dyfed

D class inflatable: June 1 (twice), 2 (three times) and July 19

Bridlington, Humberside

37ft Oakley: July 26

D class inflatable: June 2, 19, July 6, 12, 13, 16, 20,

21 (twice), 25 and 27

Brighton, East Sussex

Atlantic 21: June 1, 2 (four times), 4, 5, 9, 22, 23, July 1, 3 (twice), 9, 16, 20 (three times) and 21

Broughty Ferry (Dundee), Angus

Relief 52ft Arun: June 2 and 10

D class inflatable: June 10, 18, 28 and 29

Buckie, Banffshire

52ft Arun: June 7 and July 6

Bude, Cornwall

D class inflatable: July 31

Burnham-on-Crouch, Essex

D class inflatable: June 22 and July 29

Burry Port, Dyfed

D class inflatable: July 18

Calshot, Hampshire

33ft Brede: June 9 and 11

Relief 33ft Brede: July 27

Campbeltown, Argyllshire

52ft Arun: June 12, 19, July 12 and 21

Cardigan, Dyfed

D class inflatable: July 7 and 27

Clacton-on-Sea, Essex

D class inflatable: June 2, July 15 and 22

Atlantic 21: June 3, 5, 12, July 19 and 20

Clovelly, North Devon

Relief 70ft Clyde: June 22 (twice)

70ft Clyde: July 12, 20, 23 and 31

70ft Clyde's inflatable: June 2, 6, July 9, 20, 29 and 31

Conwy, Gwynedd

D class inflatable: June 9

Courtmacsherry Harbour, Co Cork

Relief 46ft 9in Watson: June 1, 3, 12, 23, 24 and July 3

47ft Watson: July 29

Craster, Northumberland

D class inflatable: July 18

Criccieth, Gwynedd

C class inflatable: July 14 and 25

Cromer, Norfolk

Relief 46ft 9in Watson: July 15, 22 and 28

D class inflatable: July 14, 21 (twice) and 26

Cullercoats, Tyne and Wear

C class inflatable: July 14 (twice), 22 and 29

D class inflatable: July 14

Donaghadee, Co Down

44ft Waveney: June 9, 16, 22, 23, 25, 26 and July 16 (twice)

Dover, Kent

Relief 52ft Arun: June 2, 4, 6, 12, 13, 15, 17, 24, July 1 and 29

Dungeness, Kent

37ft 6in Rother: June 4, July 14 and 21

Dun Laoghaire, Co Dublin

44ft Waveney: June 11 and July 13

Dunmore East, Co Waterford

44ft Waveney: June 11, 29, July 14 and 25

Eastbourne, East Sussex

37ft 6in Rother: June 8, 9 (twice), 12, 27, July 3, 5, 7 and 12

D class inflatable: June 1 (twice), 9 (seven times), 15, 24, 27, 28 (twice), July 3, 5, 6 (three times), 9, 10, 14 (ten times) and 31

Exmouth, South Devon

33ft Brede: June 21

D class inflatable: June 2, July 19 (twice), 20 and 23

Eyemouth, Berwickshire

44ft Waveney: July 25

Falmouth, Cornwall

18ft 6in McLachlan: June 30, July 15, 20 and 29

Filey, North Yorkshire

37ft Oakley: July 26 (twice)

D class inflatable: June 7, 11, 17 (twice), 28, July 2, 6 (twice), 14, 21, 22 and 26 (twice)

Fishguard, Dyfed

52ft Arun: June 25, July 6, 15 and 21

Flamborough, Humberside

37ft Oakley: June 29, July 15 and 26

Fleetwood, Lancashire

44ft Waveney: June 3

D class inflatable: June 8, July 1 and 26

Fowey, Cornwall

Relief 33ft Brede: July 13 and 28

Fraserburgh, Aberdeenshire

48ft 6in Solent: June 1

Girvan, Ayrshire

Relief 33ft Brede: June 17

33ft Brede: July 28

Great Yarmouth and Gorleston, Norfolk

44ft Waveney: June 3, 10 (twice), 13, 26, July 6, 10 and 26 (twice)

Atlantic 21: June 18 (twice), 26 (twice), July 5, 17, 21 and 27

Hartlepool, Cleveland

Atlantic 21: July 27 (three times)

Harwich, Essex

Relief 44ft Waveney: July 19 and 28

Atlantic 21: July 4, 6, 16, 25 and 27

Hastings, East Sussex

D class inflatable: June 2, 4, 16, 24, 29 (twice), July 1, 4, 9, 21 and 23

Hayling Island, Hampshire

Atlantic 21: June 8 (twice) 11, 12 and July 22

Helensburgh, Dunbartonshire

Atlantic 21: June 4, 6, 7, 9, 10, 26, July 7, 21, 25 and 26

Holyhead, Gwynedd

44ft Waveney: June 5, 22 (twice), 24 and July 4

D class inflatable: June 3, 30 and July 29

Horton and Port Eynon, West Glamorgan

D class inflatable: July 14, 16 (twice), 21 and 22

Howth, Co Dublin

47ft Watson: June 29, July 7 and 20

D class inflatable: June 9, July 28 (twice) and 29 (twice)

Hoylake, Merseyside

37ft 6in Rother: July 1

Humber, Humberside

Relief 52ft Arun: June 19, July 12, 15 (twice), 20, 21 and 27 (twice)

Hunstanton, Norfolk

Atlantic 21: June 30

Ilfracombe, North Devon

37ft Oakley: July 5 and 20

Invergordon, Ross-shire

Relief 33ft Brede: July 8 (four times)

Islay, Argyllshire

Relief 52ft Arun: June 4, 9, 12, July 3, 15 and 30

Kilmore Quay, Co Wexford

37ft Oakley: July 5, 6 and 29

Kinghorn, Fife

D class inflatable: June 2

Kippford, Kirkcudbrightshire

D class inflatable: July 11, 14, 28 and 31

Kirkcudbright, Kirkcudbrightshire

37ft Oakley: June 26 and July 24

Kirkwall, Orkney

70ft Clyde: June 3 (twice), July 6, 13 and 17

Largs, Ayrshire

Atlantic 21: June 1, 16, 19, 22, July 7, 12, 13, 17, 25, 26 (twice) and 28 (three times)

Lerwick, Shetland

52ft Arun: July 25

Little and Broad Haven, Dyfed

D class inflatable: June 2

Littlehampton, West Sussex

Atlantic 21: June 8, 9, 15, 16, 23, July 2, 6 (twice), 11, 15, 20, 21, 27 and 29

Littlestone-on-Sea, Kent

Atlantic 21: June 1, 3, 4, 8, 11, July 1, 6, 14 (three times), 16 and 25

The Lizard-Cadgwith, Cornwall

48ft 6in Oakley: June 9

Llandudno (Orme's Head), Gwynedd

Relief 37ft Oakley: July 6 and 13

D class inflatable: June 9, July 8 (twice), 10, 14, 25, 27 and 29

Lowestoft, Suffolk

47ft 6in Watson: July 19

Lyme Regis, Dorset

Atlantic 21: June 23, July 9 (twice), 26, 28 (three times) and 31

Lymington, Hampshire

Atlantic 21: June 21, July 8, 17 and 20

Lytham St Annes, Lancashire

D class inflatable: July 2 and 11

Mablethorpe, Lincolnshire

D class inflatable: July 7, 8, 11, 12 (twice), 21, 23 (three times) and 26

Mallaig, Inverness-shire

52ft Arun: June 16, 23, 30 and July 18

Margate, Kent

37ft 6in Rother: June 7, 8, July 6, 10, 16 and 19

D class inflatable: June 2 (three times), 4 (twice), 8, 22, 24, July 10, 16, 17 and 28

Minehead, Somerset

Atlantic 21: June 16, 18 and July 10

D class inflatable: July 20 and 25

Moelfre, Gwynedd

D class inflatable: June 11, July 7, 18 (twice) and 24

Montrose, Angus

48ft 6in Solent: July 26

Morecambe, Lancashire

D class inflatable: June 1, 30, July 5 and 7

Mudford, Dorset

C class inflatable: June 2 (twice), 9 (twice), 22, 28, July 3, 18 (twice), 19, 21, 24 and 26

The Mumbles, West Glamorgan

47ft Watson: July 25

D class inflatable: June 1, 3, 12, July 2, 7 (twice), 14, 20, 23 and 26

Newbiggin, Northumberland

Atlantic 21: June 24, July 6 and 22

New Brighton, Merseyside

Atlantic 21: June 11, 28, July 1, 2 and 14 (twice)

Newcastle, Co Down

37ft Oakley: July 7 (twice)

Newhaven, East Sussex

44ft Waveney: June 2, 9 (twice), 12, July 1, 7 (twice), 10, 21 (twice), 23 (twice) and 24

Newquay, Cornwall

C class inflatable: June 1 (twice), 15, 24,

July 25 (twice) and 28 (twice)

New Quay, Dyfed

37ft Oakley: July 6 and 17

D class inflatable: July 3

North Berwick, East Lothian

D class inflatable: July 4

Oban, Argyllshire

33ft Brede: June 18, July 6, 17, 26 and 30

Padstow, Cornwall

47ft Tyne: July 25 and 27

Peel, Isle of Man

Atlantic 21: July 19, 30 and 31

Penarth, South Glamorgan

D class inflatable: June 5, 17, 18, July 1, 4, 5 and 10

Penlee, Cornwall

52ft Arun: June 2 and 12

Peterhead, Aberdeenshire

48ft 6in Solent: June 13 and 24

Plymouth, South Devon

44ft Waveney: June 9, 21 (twice), 26, July 7, 26 and 27 (twice)

Poole, Dorset

33ft Brede: June 15 (twice), July 26 (twice) and 27 (twice)

Boston Whaler: June 2, 9, 15, 26, July 10, 16, 19, 20, 26 (three times), 28 and 31 (five times)

Portaferry, Co Down

C class inflatable: July 20

Porthcawl, Mid Glamorgan

D class inflatable: June 1, 3, July 2, 13, 20 and 24

Port Isaac, Cornwall

D class inflatable: June 1, 29 and July 12

Portpatrick, Wigtownshire

Relief 46ft 9in Watson: June 15

Portrush, Co Antrim

52ft Arun: June 16, 17, 26, July 3, 21, 27 (twice) and 31

Portsmouth (Langstone Harbour), Hampshire

Atlantic 21: June 1, 21, July 2 (twice), 7, 20, 21 and 24

D class inflatable: June 27, July 7 and 21 (twice)

Port St Mary, Isle of Man

54ft Arun: June 10 and July 4

Port Talbot, West Glamorgan

D class inflatable: July 7 (twice)

Pwllheli, Gwynedd

D class inflatable: June 23, July 6, 14 and 20

Queensferry, West Lothian

Atlantic 21: June 3 and 8

Ramsey, Isle of Man

37ft Oakley: June 9

Relief 37ft Oakley: July 24

Ramsgate, Kent

44ft Waveney: June 3, 9 and July 22 (twice)

Atlantic 21: June 2 (three times), July 2 and 4

Red Bay, Co Antrim

D class inflatable: June 5, 17 (twice), 28 (twice),

July 11, 14, 19, 20 (twice) and 24

Redcar, Cleveland

D class inflatable: July 11

Rhyl, Clwyd

37ft Oakley: June 16 (twice), 22 and July 29

D class inflatable: June 16, 20, 22, 24, 29, July 25, 28 and 29

Rosslare Harbour, Co Wexford

52ft Arun: June 30, July 15 and 25

Rye Harbour, East Sussex

D class inflatable: June 8, July 12, 14 (twice), 20, 21 and 26

St Abbs, Berwickshire

C class inflatable: July 7

St Agnes, Cornwall

D class inflatable: June 1, 25 and July 9

St Catherine, Channel Islands

C class inflatable: July 14 (twice), 21 and 22 (twice)

St David's, Dyfed

47ft Watson: June 16 and July 23

St Helier, Channels Islands

Relief 44ft Waveney: June 1, July 10, 13, 16, 19, 20, 21 and 26

St Ives, Cornwall

37ft Oakley: July 9

D class inflatable: July 1, 14, 15 (twice), 16 and 22

St Mary's, Isles of Scilly

52ft Arun: July 31

St Peter Port, Channel Islands

52ft Arun: June 27, July 4, 14 and 22

Salcombe, South Devon

47ft Watson: June 1, 11 and July 26

Scarborough, North Yorkshire

37ft Oakley: July 20 and 27

D class inflatable: July 21 and 27

Selsey, West Sussex

47ft Tyne: June 2, 12, July 2 and 20

D class inflatable: June 9, 19, July 2, 16 and 31

Sheerness, Kent

Relief 44ft Waveney: June 4, 16, 22 (twice) and 29

44ft Waveney: July 24 and 26 (twice)

D class inflatable: June 4, 21 (twice), 22, July 5, 6,

9, 20 (twice), 22, 25 (twice), 26, 27 (twice) and 28

Sheringham, Norfolk

37ft Oakley: June 3

Shoreham Harbour, West Sussex

37ft 6in Rother: June 29

D class inflatable: June 1 (three times),

2 (four times), July 13, 14 and 28

Skegness, Lincolnshire

37ft Oakley: June 19 and July 23

D class inflatable: June 14, 29, July 6, 7 (twice), 15,

17, 20 and 31

Skerries, Co Dublin

D class inflatable: July 20, 27 (twice) and 30

Southend-on-Sea, Essex

Atlantic 21: June 2, 5, 9, 12, 23, 29, July 14 and 20

D class inflatable: June 2, 12, 22, July 1, 24, 25

(twice) and 29

Southwold, Suffolk

Atlantic 21: June 1 and July 14 (twice)

Staithes and Runswick, North Yorkshire

Atlantic 21: July 20

Stornoway (Lewis), Ross-shire

52ft Arun: June 9, July 3, 6 and 24

Stranraer, Wigtownshire

D class inflatable: June 20, 23, July 13 and

17 (three times)

Sunderland, Tyne and Wear

47ft Watson: June 20 and 23

D class inflatable: June 9 (twice), 20, 27, July 1, 5,

6, 19, 20, 21 and 30 (three times)

Swanage, Dorset

37ft 6in Rother: June 8, 24, 29, July 3, 14, 16,

21 (twice), 26 (twice) and 28

Tenby, Dyfed

46ft 9in Watson: July 5 (twice) and 29

D class inflatable: June 4, 12 (twice), 18, July 5,

14 (twice), 23 and 29 (twice)

Tighnabruaich, Argyllshire

D class inflatable: June 1, July 8, 18 and 26

Torbay, South Devon

54ft Arun: June 2, 12, 19, July 11, 17, 26 and 28

18ft 6in McLachlan: July 26

Trearddur Bay, Gwynedd

D class inflatable: June 7, 25, July 7, 24 and 30

Troon, Ayrshire

44ft Waveney: June 2, 8, 17, 26, July 10, 23 and 30

Tynemouth, Tyne and Wear

52ft Arun: July 13, 14 and 22

D class inflatable: July 10, 22, 25, 26 and 27

Valentia, Co Kerry

52ft Arun: June 23

Walmer, Kent

37ft 6in Rother: July 27

D class inflatable: June 8, 9, 30, July 13, 14 (twice),

22, 27 and 28 (twice)

Walton and Frinton, Essex

Relief 47ft Watson: June 6, 9, 14, July 8, 12, 14, 19,

21 and 29

Wells, Norfolk

D class inflatable: July 29

West Kirby, Merseyside

D class inflatable: June 12 and 27

West Mersea, Essex

Atlantic 21: June 2, 5, 24, July 19, 20 (three times),

23 and 26

Weston-super-Mare, Avon

Atlantic 21: June 1 (twice), 2, 8, 9, July 24, 26

and 31

D class inflatable: June 8, 28, July 23, 24 and 26

Weymouth, Dorset

54ft Arun: June 16, July 18, 20 and 28

Whitby, North Yorkshire

Relief 44ft Waveney: July 3, 10 and 22

44ft Waveney: July 25 and 27

D class inflatable: June 1 and July 22

Whitstable, Kent

Atlantic 21: June 2, 16, 17, 23 (twice), 24, July 2,

11, 14 (three times), 17, 20, 21 (twice) and 25

Wick, Caithness

48ft 6in Oakley: July 30

Withernsea, Humberside

D class inflatable: June 3, July 1 and 26

Workington, Cumbria

47ft Watson: June 15

Yarmouth, Isle of Wight

Relief 52ft Arun: June 2, 3, 9, 22, July 6, 13, 18 and

20

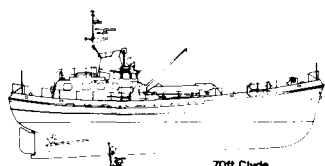
Youghal, Co Cork

Atlantic 21: June 18, 23, July 14 and 17

On Trials

47ft Tyne ON 1095: July 18

**Profiles of Lifeboats
in the RNLI Fleet**



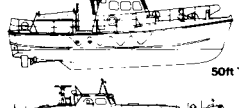
70ft Clyde



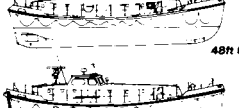
52ft and 54ft Arun



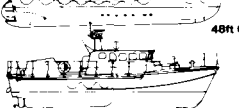
52ft Barnett



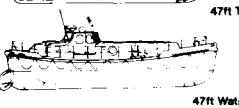
50ft Thames



48ft 6in Solent



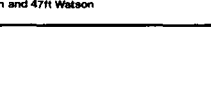
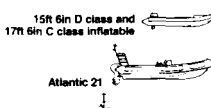
48ft 6in Oakley



47ft Tyne



47ft Watson



46ft 9in and 47ft Watson



Funds Pronto!

We offer the top range of fundraisers, backed by our famous "never undersold" guarantee. Every item is a proven winner. We also design and make the most advanced, yet inexpensive electronic number generating equipment for bingo, raffles and totes.

Morris Sheffras & Sons Ltd

27 Vicarage Road, Croydon, Surrey CR9 4AQ 01-681 2921 Telex: 8812193

FREE Please send me your catalogue of fundraisers and bingo equipment.

Name _____

Club _____

Address _____

TL

The RNLI reserves the right to refuse or withdraw advertisements at its discretion and does not accept liability for clerical or printer's errors, although every care is taken to avoid mistakes.

Advertisements in THE LIFEBOAT are accepted only on the understanding that the advertisers warrant that the advertisements do not contravene The Trade Descriptions Act 1968, The Sex Discrimination Act 1975 and The Business Advertisements (Disclosure) Order 1977 and conform to the British Code of Advertising Practice.



Gopak
FOLDING TABLES

★ SOLD DIRECT FROM FACTORY ★
★ GENEROUS DISCOUNTS ★

In need of neat lightweight tables for your fund-raising events...? We offer you the opportunity to TRY A TABLE on a sale or return basis. We are confident that you will recognise its superb British design, top quality and real value for money. Large choice of sizes and attractive colour tops. Hundreds of thousands used nationwide in Schools, Clubs, Churches, Hospitals... FREE illustrated price-list from Gopak Ltd, FREEPOST, Dept RNLI, Range Road, Hythe, Kent CT21 5BR - No stamp needed - Alternatively, ring 0303 66704.

LIFEBOAT CLASSIFIED

BRIDGEFIELD HOUSE

Situated in the Southern Lake District in the unspoiled Crake Valley, a Country House Hotel with a growing reputation for superb comfort and extraordinarily good traditional English fare. - Brochure from:

Bridgefield House, Spark Bridge,
Ulverston, Cumbria.
Tel. 0229-85-239

LAKE DISTRICT

Underskiddaw, Near Keswick.
Delightful tastefully furnished farm cottage with panoramic views over Derwent Valley to Grizedale Pike and Whinlatter Forest.
Two large double bedrooms.
Electric heating and log fires.
All linen provided.
Colour television. Pets welcome.

TEL. 0596 72851

ADVERTISE

on these pages and reach 120,000 R.N.L.I. members and their family and friends. The cost is £11 a column centimetre or £10 if four or more insertions are booked.

Contact:

Karen Heath,
Jackson-Rudd & Associates
Ltd.,
Oldebourne House,
46-47 Chancery Lane,
London WC2A 1JB.
Tel: 01-405 3611, 405 2860
before February 28th for the Spring issue.

CORNWALL Tamarside Cottage.
Idyllic surroundings. Sleeps 4. Pets and children welcome.

☎ Barnes 0579 50284

BRIXHAM, DEVON Harbour Side Guest House.

Overlooking the lifeboat in Outer Harbour and Breakwater Beach.

But within easy reach of the town.
H/C all rooms, terms from £7.50 B/B.
For details please ring Vic or Barb Edwards on
(Brixham) 08045 58899

THE OLD HALL HOTEL

RUSWARP, WHITBY. 0947-602801

Liz & John Rankin welcome you to our licensed Jacobean Hall bordering the N.Y. Moors and coastline, ideal for visiting the many local RNLI stations and museums. Reductions for RNLI/Shoreliners.

CERAMIC PORTRAITS

Have your favourite photo glazed onto a decorative plate, ideal gift, send stamp for coloured brochure.

Dept. RN/I, Churchills,
2 Churchill Road,
Guildford, Surrey GU1 2AX.

BINOCULAR REPAIR SPECIALIST

Shoreline Member.
Realistic prices.
High quality. Repairs/cleaning/
re-aligning.

ACTION OPTICS

22 Old Hill, Avening,
Nr. Tetbury, Glos GL8 8NR
☎ Nailsworth (0453 38) 3738

STOP BIRD DAMAGE with CROPECT HUMMING LINE

Highly effective because birds
DON'T GET USED TO IT!

Works through wind action alone:
just stretch and leave.

Ideal for boats or gardens - building too.
100ft reel £3.20 500m roll £10.50
Incl. VAT p.&p. CWO only,
satisfaction guaranteed.

From
CROP PROTECTION SYSTEMS, Dept. L, Bldg 1,
Stanmore Estate, BRIDGNORTH, WV15 5HP.
☎ 0743 850974.

ISLES OF SCILLY

MINCARLO GUEST HOUSE - Superb position overlooking the harbour at St. Mary's - adjacent the Lifeboat Station. Run by the same local family since 1945. All rooms H&C and heating. Terms from £12.75 (plus VAT) daily and BB & EM.

Tel: 0790 22513 or write Colin Duncan

FISHERMEN'S GUERNSEYS from the Channel Islands, in traditional navy and a large range of colours for you and your children. Save £5 on shop prices. Send S.A.E. for price list to:

TOUCHWOOD JUMPERS
4 RINGMER AVENUE, LONDON
SW6 5LW

HOLIDAY UNDER SAIL

Sail in the beautiful Western Islands of Scotland in a skippered 3 foot yacht. All ages welcome. No experience necessary. Good food and company, exploring remote anchorages emphasising comfort and relaxation. From £120-£200 a week.

Write: Vivian Finn (LB),
88 Guildstead Road, Liverpool 11.
or Tel: 051-226 4240.

£30 For an expert to unpack/repack, survey and report on any make of liferaft (Beaufort and Lifeguard approved). Time sensitive replacements and repairs at sensible prices. If you life is worth more than £30 contact:

Norwest Marine Services Ltd.,
2 Cotton Street, Liverpool L3 7DY.
Tel. 051-207 2860/5777.

SHANKLIN, I.O.W. HAZELWOOD HOTEL, CLARENCE ROAD, PO37 7BH

Our ten-bedroom family-run hotel offers good home cooking and comfort. Situated in a quiet tree-lined road close to all amenities. Children welcome. Senior Citizen reductions. From £70 per week.

Tel: 0983 862824 or write Barbara Tubbs.

BRIXHAM

South Devon. Comfortably furnished and fully equipped self-catering HOLIDAY FLATS, each with colour TV. Superb position beside outer harbour, panoramic views of ceaseless harbour activities and Torbay. Near beach, boat slipway and pool. Children over 4 years welcome. Resident proprietors ensure CLEAN WELL CARED FOR holiday accommodation. Regret no pets. Stamp please for brochures.

G. A. Smith
Harbour Lights,
69 Berry Head Road.
Tel: 08045 4816

ACTIVE INVESTORS

Need looseleaf investment ledgers £12. S.A.E. for details to R. D. C. Passey, The Mill House, Crewe Green CW1 1NW.

LIFEBOAT CLASSIFIED

FOR PERSONAL SERVICE

Contact the Company with nearly forty years' experience in the manufacture of

CLUB & COMPANY TIES

Quantities from one dozen with printed motif, five dozen with woven motif, striped ties from three dozen. All quotations and sketches are free. Our art department will help. Special quotations for large orders and Export.

Also available - wall plaques, squares, cravats, brooches, hand and machine embroidered badges, key-fobs, etc.



VICTOR SUMNER & Co Ltd
47A Beak Street (off Regent St), London W1R 4BT
Telephone 01 437 7961 & 4792
Telex 24224

CRUISING/CANOEING/CAMPING

RIVER CHARENTE

2-6 berth cruisers or Canadian canoes (for 2) plus full camping equipment, or 6-berth caravans, for hire on the unspoilt Charente in South West France. Inclusive charge covers hire, travel, insurance for fully equipped cruiser and/or canoe and camping equipment. Group discounts. Write or telephone:

Holiday Charente, Wardington, Banbury, Oxon OX17 1SA (0295 758282).

ANNOUNCEMENT

THE ROYAL AIR FORCE YACHT CLUB, HAMBLE is pleased to announce that it is now able to accept applications for membership from suitable yachtsmen and ladies, with or without a service background. The Clubhouse occupies a favourable site on the Hamble river and incorporates members' lounges, bar, restaurant, and residential facilities. There is a comprehensive sailing programme (both racing and cruising) supported by a full background of social events. Ample car parking and dinghy storage/launching facilities are available to members.

For further information please apply to the Secretary,

Royal Air Force Yacht Club, Riverside House, Hamble, Hants. Telephone (0703) 452208.

Appledore N. Devon Duffin Cottage



For peaceful self-catering holidays throughout the year try our fisherman's cottage comfortably furnished for our own use. It sleeps 4, is all-electric, has colour TV, and in winter, night storage heating. No pets.

For brochure, phone (0273) 721543

BATH Self-catering flats in elegant Georgian House. Fully equipped. AA listed. Tel: 066 62 2612.

HEATHFIELD HOUSE RESIDENTIAL HOME FOR THE ELDERLY
Bovey Tracey, Devon
Tel: 0626 832681
Highly Recommended.
Discount for Readers of THE LIFEBOAT

CORDUROY TROUSERS

TROUSERS FOR MEN & WOMEN

also KHAKI DRILL, CAVALRY TWILL, HEAVY-WEIGHT CORDUROY, WHIPCORD and TWEED. PRICES FROM

Please send s.a.e. for Patterns. **£19.50**
Men's sizes 30"-46" waists.
29"-34" inside leg.

Ladies' 10, 12, 14, 16, 18, 20.
Full cut conventional trousers.
Money refunded guarantee. Established 1921.
Personal shoppers by appointment.
Telephone: Godstone (0883) 843526

AUSTIN & SMITH
(Dept. 17), 35 High Street, Bletchingley, Surrey



THE HOTEL FOR ALL SEASONS

Secluded, romantic and wonderful hospitality

HOLNE CHASE
Nr. Ashburton, Devon
Poundsgate (036 43) 471
AA + RAC** Commendation of B.T.A.

FLUSHING, CORNWALL

Cornwall. Comfortably furnished quayside holiday cottage, sleeping six in three bedrooms, situated in the centre of this quiet village on beautiful Falmouth harbour. Views across the water to Greenbank and the Royal Cornwall YC.

Phone Mr A. Bromley.
Ringwood (04254) 6660 or write,
22 Gravel Lane, Ringwood, Hants BH24 1LN.

HEBRIDEAN GIFTS

Hebridean Gift Catalogue. Send stamp for fascinating catalogue of unusual high quality gifts to Hebridean Gifts, (L), Orinsay, Isle of Lewis, Scotland.

VIDEO

"NAVIGATION" - The first instructional tape on the subject with technical advice supplied by the RYA and introduced by Robert Knox-Johnston.

"CELESTIAL NAVIGATION SIMPLIFIED" - "This excellent video can supplant a whole winter of classes." - Philip Weld.

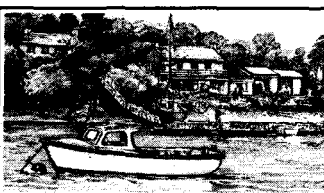
"AUSSIE ASSAULT" - The definitive programme on the '83 America's Cup.

"YACHTMASTER", Part I - Designed to supplement the classroom course, presented by Sue Richards of the National Sailing Centre.

"LEARN THE RACING RULES", Parts I and II - The perfect way to learn the new 85/88 I.R.Y.U. rules, introduced by David Delvesburgh, a U.S. National Racing Champion and Certified Judge.

"THE WINDS EDGE" - A widely acclaimed video series covering The Start/Downwind/Windward.

For full details of how to order these and other tapes in our collection send a S.A.E. for **AUTUMN '85 CATALOGUE to: BECKMANN HOME VIDEO**
Dept. LB, P.O. Box 109, Douglas, Isle of Man.
Tel: 0624 72193.



TINTAGEL/BOSCASTLE

Five clean comfortable holiday cottages accommodating from 2-8 persons. Situated in a small hamlet overlooking the cliffs and sea. AA listed.

Brochure from:

Pauline & Ivan Upright,
Halgabron House, Halgabron,
Tintagel, N. Cornwall.
Tel: 0840 770667.



RNLI SWEATERS

The official RNLI flag motif embroidered in full colour on Scottish Lambswool Sweaters - Free Branch name. Sizes 36" - 46". Navy, Sky, Burgundy, Black, Grey, Red, Black. Cost £16.95 incl. VAT + Post. 21 days delivery.

Contact:

Ensign MOTIFS
Portul Bay, Kilcraggan
Dunbartonshire
Tel: Kilcraggan (0436 84) 2561
Telex: 881327IG

YOUR OWN LIFEBOAT

Painted in Oils on Canvas 30" x 20" £40
S.A.E. to:
LEE, 9 THE ESPLANADE, WEYMOUTH, DORSET.

DISCOVER SHROPSHIRE

The lles family guarantee peace, quiet, seclusion in their Country House set in 2 acres. Enjoy Ironbridge, Severn Valley, glorious border countryside.

All bedrooms private bathroom, colour TV, telephone. Excellent cuisine, super cellar.

Croquet, fly fishing available.
Recommended 100 Great British Weekends, Best of Britain, American guides. AA ★★ RAC.

Old Vicarage Hotel, Werfield, Bridgnorth, Shropshire, WV15 5JZ. Tel: 0464-4978.

RNLI WALL PLAQUES. A new high quality handcrafted item with full coloured RNLI houseflag, in relief, on a varnished shield 7" x 8" - £11.00 (P&P £2.25). Many supplied to Crews, Branches and Ladies Guilds for presentations with engraved plates and own wording £2.50 extra.

MARINE CRAFTS

West Rock, The Cleave, Kingsand, Nr. Torpoint, Cornwall PL10 1NF
☎ (0752 822638).

LEATHER DECK SHOES

These must be the Best Value in "Top Quality" Shoes.

ONLY £26.50 (OR LESS) INC. V.A.T., POST AND PACKING.

Choice of Colours and Style.

You save by buying direct from the Importer.

S.A.E. for Illustrated Colour Leaflet.

DON CHILCOTT, Nauticos Ltd.,
35 Duckmoor Road, Ashton,
Bristol BS3 2DQ.
Tel: 0272 661973
PLEASE MENTION THE LIFEBOAT.

WATERSIDE HOLIDAYS FAL ESTUARY, CORNWALL

Peaceful place with 8 COTTAGES (1-3 bed). JETTY and MOORINGS for your own boat. Or you can use one of our HIRE BOATS (motor or sailing). Also YACHTS for CHARTER, separately or with cottages. Write or ring for brochure **PETER and JILL MYLCHREEST, BAR CREEK, MALPAS, TRURO (0782) 73919.**

Churchwood Valley

South Devon Self-Catering Holiday Cabins

NEW LUXURY CABINS SELF-CATERING ENGLISH TOURIST BOARD TOP GRADE

- Quiet country setting close to beach
- All inclusive price excellent value
- Good walking, riding, sailing, fishing and diving
- Easy reach Historic City of Plymouth
- Family owned and run with minimum commercialisation.

Free brochure: **CHURCH WOOD, WEMBURY, PLYMOUTH, DEVON PL9 0DZ.**
Tel: (0752) 862382 (24 hrs)

SEABIRD CRUISES

Introduction to cruising under sail or power in remote Western Isles of Scotland. Scenery, bird watching, history, geology, unique cruising area. Details from Jim Hare, High Minton, Hillside, Cromer, Norfolk NR27 0HY.

WEST COAST OF SCOTLAND

Join Tony (Skipper, ex. MN) and Anya (Cook & zoologist) aboard **ALYSTRA**, a 38ft. Ketch. Cruise the magnificent waters of the West Coast. Explore uninhabited isles, enjoy quiet anchorages and good food. Learn the basics of cruising, pilotage, navigation, or just take in the scenery. Sail in sheltered waters ideal for the family. Single sailors welcome. Members of the A.S.Y.C.

GILL YACHT CHARTERS

c/o Ardfern Yacht Centre
Ardfern by Lochgilphead, Argyll PA31 8QN
Tel: 08525-257 & 0742-746029

PORTH VEOR MANOR HOTEL



AA ★★ RAC
Porth Way, Newquay, Cornwall

A 19th Century Manor with magnificent sea views. Renowned for super cuisine, hospitality and service. All rooms en suite, col. TV, CH, tea/coffee facilities. Seasonal Breaks - to May 31st, (excl. Easter) and Sept. 27th to Nov. 15th, any 2 days £40, 3 days, £54 D. B&B inclusive.

Write/Tel. (0637) 873274

£1,000

Per person per week all found (but excluding air fares) for Caribbean cruise aboard famous Swan 57. EARLY 1986

Tel. 0425 72835 for details

MINIATURE MODELS OF LIFEBOATS, SAILING VESSELS, YACHTS, AND OTHER MARITIME CRAFT

Commissioned by maritime museums, collectors, owners, skippers, RNLI stations and crews. Each subject individually created, by one of the world's leading ship modellers, to provide exceptionally accurate and detailed replicas. 'Exquisite perfection in miniature' - a client. The work includes many RNLI lifeboats for naming ceremonies, retirements and collections.

BRIAN WILLIAMS

West Rock, The Cleave,
Kingsand, Torpoint,
Cornwall PL10 1NF
(Tel: 0752 822638)

Four Signed Maritime Fine Art Prints

BY MICHAEL JAMES WHITEHAND



THE CHANNEL FLEET

The might of the Channel Fleet sailing for battle against the French.



THE GLORIOUS FIRST OF JUNE BATTLE 1794

The British ship, *Queen Charlotte*, forcing through French lines, rakes the French ships *Montague* and *Jacobin* with terrible and devastating effect.



THE FRIGATES VICTORY NEWS

Homeward bound, the swift and strong Frigate brings the victory message that England expects.



REPAIRS AT PLYMOUTH

A captured French prize being refitted after a glorious victory which showed the Royal Navy was more than equal to the mighty French.

Due to the enormous popularity and great success of M. J. Whitehand's earlier maritime prints, we the publishers (Nautical Images), have especially commissioned this superb series of beautifully detailed illustrations.

These splendid 18½" x 24" nautical scenes capture the swashbuckling excitement of naval actions and the constant battle with the elements of the Nelson era. You now have the opportunity to acquire his latest series of prints *signed by the artist* whose reputation as a marine painter is now internationally acclaimed. At £12.95 each or £39.95 for the set (inc. p. & p.) they represent a *sound investment*, worthy of pride of place in any home, office, mess or indeed for that special gift.



MICHAEL
JAMES
WHITEHAND,

a marine artist of growing world renown, was born in 1941, in the coastal town of Bridlington, Yorkshire.

Having shown unquestionable artistic flair as a schoolboy he was able to continue to improve his techniques while serving overseas in Her Majesty's Forces.

Whilst living in the inspiring settings of Cornwall he gained valuable experience painting and studying the romantic era of sail. Such is his skill that his paintings are commissioned from as far afield as the United States and Australia and his works are known to hang alongside those of other great marine artists.

ORDER FORM

TO: Nautical Images, 103 Martongate, Bridlington, East Yorkshire YO16 5YE. Tel: 0262 603451.

☐ The Channel Fleet

☐ The Glorious First of June Battle 1794

☐ The Frigates Victory News

☐ Repairs at Plymouth

at £12.95 EACH or £39.95 SET (inc. p. & p.)

Name:
(Block capitals)

Address:
.....
.....

Cheque/P.O. for £..... enclosed

or by Access Card No.

Allow 7 - 14 days for delivery

The Captain
takes his hat off
to the RNLI.

