

Journal of the
Royal National Lifeboat Institution

Volume XLIX Number 495

The Lifeboat



Spring 1986

HM Coastguard today

30p

Wreck of the *Mexico*

Competition – win a car



NEW MLA EUROPEAN TRUST

Top UK managers now go into Europe

Stock markets throughout Europe have been booming - and look set to continue. The winds of change have blown away old attitudes and restrictions. A renaissance in the profit motive, wider investment opportunities, greater competition - all these are now major stimuli to European markets. This means the opportunities for UK investors seeking soundly-based growth are numerous and widely spread.

New trust for Europe

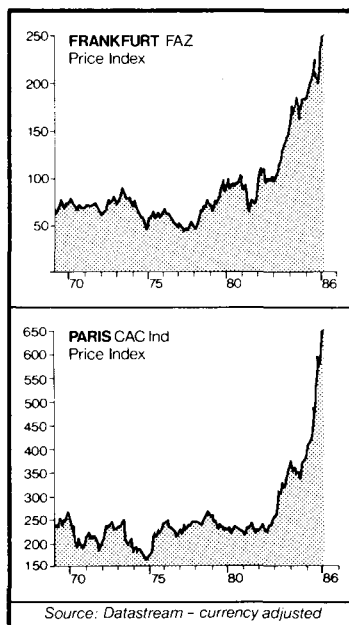
Now MLA Unit Trust Managers have gathered these growth opportunities together in one brand-new Fund - MLA European Trust.

The aim of the Managers is to build up a portfolio of investments in a number of western European markets. Preference will be given to those markets which are large enough to enable international participation and offer significant growth potential because of the strength of the underlying economies. The low estimated gross yield will enable the Managers to concentrate on capital growth rather than immediate income.

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Europe's success

In addition to the success stories of the French and German markets, several others show dynamic growth: **Austria** (the world's leading stock market for growth in 1985), **Switzerland** (the soundest economy in Europe), **Scandinavia** (the most affluent market in the world). There is great international interest in Europe as a whole, with major interest being shown by American and Japanese pension funds and other institutions, fuelling further expansion and opportunity.



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**on an offer-to-offer basis, including reinvested income.*

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You may buy units at the offer price ruling on receipt of your remittance. The minimum investment is £500.

Simply fill in the Application Form below and send it to the Managers with your cheque for the full amount you wish to invest.

A contract note will be issued and your unit certificate will be despatched within six weeks.

You should remember that the price of units and the income from them can go down as well as up.

However, the Managers are confident that continuing growth prospects through Europe are such that you have an excellent opportunity to see your money grow in the new MLA European Trust.

Price and yield as at 5.2.86 Offer price: 25.3p Estimated gross current yield: 0.98%

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MLA Unit Trust Management is part of the Municipal Insurance Group. The Group's specialist investment team look after the management of over £600 million of assets.

Every investment in the MLA European Trust made through this advertisement provides a

financial contribution to the work of the RNLI, which is supported by MLA.



SUPPORTING THE LIFEBOATS

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Tax The Trust pays no capital gains tax on its investments. Unit holders pay no capital gains tax unless their yearly total of capital gains exceeds £5,900.

The information contained in this advertisement is based on our present (February 1986) understanding of Inland Revenue practice and current tax legislation.

The Trust Deed The Managers and Trustee are permitted under the terms of the Trust Deed to execute, at a future date, a Supplemental Deed to allow the writing or purchase of Traded Call Options or the purchase of Traded Put Options on behalf of the Trust.

In the event of future changes to current legislation by the Secretary of State for Trade and Industry which make provision for the writing or purchase or dealing by the Managers or the Trustee on behalf of the Trust of or in currency futures or options or forward exchange contracts which are traded on a Recognised Stock Exchange or Recognised Option Exchange or other currency exchange or market, the Managers may make suitable amendments to the Trust Deed without the consent of the unitholders.

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Application Form

MLA EUROPEAN TRUST

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Please tick box if you require income to be reinvested in further units. ☐

Name _____ (Mr/Mrs/Miss/Title)

Address _____

Postcode _____

Signature _____ Tel. No.: _____

(Joint applicants should both sign and attach addresses separately). This investment is not available in the Republic of Ireland. MLA Unit Trust Management is a member of the Unit Trust Association.

IMPORTANT - MONTHLY SAVINGS: If you prefer, you can save as little as £20 a month regularly in the new MLA European Trust. Please tick box for details. ☐





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

COVER PICTURE

Holyhead's 47ft Tyne class lifeboat St Cybi II (Civil Service No. 40), which took up station duty on September 20, 1985. As her name implies, she is the fortieth lifeboat to be provided by the Civil Service, Post Office and British Telecom Lifeboat Fund.

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

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

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

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

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Ferry exercise: *three lifeboat stations, Sheerness, Margate and Ramsgate, with helicopters from RAF Manston took part in an exercise to evacuate a cross-Channel ferry on January 13 (right). The Sally Line ferry, made specially available by the company, was carrying 98 Royal Marines and WRNS who acted as passengers. An explosion in the engine room and a fire on board formed the basis for the simulation and the "passengers" were taken off using rope ladders, liferafts and helicopter winching. At one point a real drama developed as a liferaft deflated, but speedy action by Ramsgate's Waveney and Atlantic 21 lifeboats averted any danger.*

photograph by courtesy of Jim Byrne.

Duke of Kent to present awards

The Institution's President, His Royal Highness the Duke of Kent, will address the meeting of the annual presentation of awards ceremony at the Royal Festival Hall in May. He will also present bravery medals to lifeboatmen and awards to voluntary workers at the meeting which takes place at 3.00 pm on Tuesday May 13, 1986. The annual general meeting of governors will be held at 11.30 am on the same day in the nearby Queen Elizabeth Hall on the South Bank.

Captain J. B. Leworthy VRD RNR

Captain John Leworthy, a member of the Committee of Management who recently took over as chairman of the fund raising committee, died after a severe illness on Friday January 3, 1986. His obituary appears on page 308.

New Chief Coastguard

Captain Peter Harris has been appointed Chief Coastguard following the retirement of Lieut Cdr Tim Fetherstone Dilke who has held the position since 1978. Captain Harris was regional controller at Falmouth MRCC before taking up his new appointment.

A day at the races

The RNLI is to benefit from the Charity Race Day at Newbury on Friday May 16. Special rates are available for advance bookings, which must be made on a form available from the Appeals Office, RNLI, Poole.

American Scotch

American millionaire J. P. Young has once again made a generous donation of Scotch whisky to lifeboat crews. Mr Young has made such a gift for several years and this year crews in the north west of England, Anglesey, the Isle of Man and the eastern counties will receive whisky.

Long-serving staff retire

Staff Coxswain Tom Beattie, known and respected by lifeboat crews throughout the RNLI, retired at the end of 1985. He served on the Arbroath lifeboat for many years, two of them as coxswain, and then as staff coxswain for



20 years. This position, of which there are five in the RNLI, took him to many lifeboat stations, either with lifeboats on passage, or to stand in when men were on holiday or ill. Lifeboatmen from all corners of the RNLI—County Wicklow, Devon, Anglesey, Lancashire, Tyne and Wear and all over Scotland—attended Tom's farewell party in Arbroath.

The Institution also said farewell to other long-serving staff members at the end of 1985. Norman Stripp, rescue

Freeman of the City: *Coxswain Len Patten of Newhaven (centre) was admitted to the Freedom of the City of London at a ceremony at the Guildhall, London, on December 17. He was nominated by Leonard Fernee (l), a freeman and liveryman of the City and president of Newhaven and District lifeboat society and Sir Robin Gillett (r), former Lord Mayor of London.*



records supervisor, retired after 38 years, Brian Davies, supervisor shoreworks, after 37 years and William Ross, machinery examiner, Scotland (North), after 29 years with the RNLI.

Others to retire at the end of 1985 were Sydney Gillingham, deputy regional organiser, south east, 12 years, Jean Richards, solutionist, Cowes base, 12 years, Joy Alford, accounts clerk, 11 years and Albert Stanness, hull overseer, 11 years.

NEWS POINT

MONEY MATTERS

Nineteen eighty-five was a record year for the RNLI. Although final figures are still being calculated, it is already known that last year was the busiest ever with around 3,800 launches on service. It was also a record breaking year for fund raising with the great efforts of branches and guilds being complemented by several large gifts and legacies. Looking to 1986, the target expenditure is over £23 million. This is roughly a 10 per cent increase on 1985 expenditure. Some of the Institution's costs run ahead of inflation. There is also a heavy lifeboat building programme, with 14 lifeboats over 10 metres and even more under 10 metres on the building list at present, with a forecast of over fifty new boats in the next five years. It is also necessary to add money to the reserves to maintain their value in real terms; and this is no waste of funds raised, as the income from investments now meets the administration costs of the Institution.

Lifeboats are expensive. The equipment they carry is expensive. The survey and maintenance programme is expensive. But the RNLI is determined, as well as getting value for money, to provide the best for lifeboat crews so that they can put to sea with confidence. £23 million is a very large figure which will be translated by the Institution's 200 lifeboat stations into an equally impressive figure of lives saved from certain death at sea.

Good will visit: Eastbourne lifeboat set out last December to make the annual delivery of Christmas presents from the local townspeople to the Trinity House men of the Royal Sovereign light tower. When they got out there (right) they found visibility down to 50 yards, a force 6 wind and a 3 knot tide running – and the tower's hydraulic winch had stopped working. In spite of these difficulties the parcels were hauled up by hand and the light tower men had a happy Christmas as a result.

photograph by courtesy of Eldon Johnson



Modifications: Coxswain Kenneth Henry (l) is seen about to strike the first blow in the demolition of the old crew assembly room to make way for a new building. It is all part of a £650,000 project at Aith lifeboat station (Shetland) where a breakwater is being built to provide a berth for a new Arun class lifeboat. Shetland Islands Council have provided grants for £500,000 towards the cost of the work. Pictured with Coxswain Henry is Janice Blewitt, resident site engineer for the RNLI's consultants, Messrs Lewis and Duvivier.



Maritime exhibition: the loan exhibition, Rule Britannia, at Sotheby's ran for the whole of January, was visited by thousands of people and raised over £10,000 for the RNLI. It included items from over 150 collections, many of them private, and was visited, among others, by the Duke of Kent, President of the RNLI, at a reception held on January 21.



Completed picture: the final jigsaw piece was fitted to the Edinburgh lifeboat appeal on Wednesday August 14, 1985, when Tennent Caledonian Breweries handed over a cheque for £5,000, the final amount needed to achieve the appeal's target of £430,000. A Tennent's 'can girl' performs the honour with (l to r) Mr Evelyn Matthews, the breweries' sales director, appeal secretary Andrew Cubie and appeal chairman, former Lord Provost Tom Morgan. A cheque for £68,000 from the estate of the late Mr and Mrs D. G. F. Rudd towards the maintenance and running costs of Fraserburgh's new lifeboat was also handed over on the same day by the estate's executrix, Miss J. Courtney.

photograph by courtesy of The Scotsman



Dismasted yacht

AT 1330 on Sunday August 11, 1985, Portland coastguard received a 999 call from a member of the public reporting he had seen a yacht firing a white flare about a mile and a half south of Lulworth Cove. The coastguard at Lulworth was alerted and reported that he could see a yacht, apparently dismasted, but under power and heading into weather. It seemed to be making no progress against the force 8 gale and did not respond when Lulworth coastguard fired a white flare.

Portland coastguard contacted Weymouth lifeboat station at 1422 and five minutes later the 54ft Arun class lifeboat, *Tony Vandervell*, slipped her mooring and, with Coxswain Victor Pitman at the helm, headed at full speed for the entrance to Weymouth harbour.

Inside the harbour the wind was a moderate south-westerly breeze, force 4; between rain squalls the cloud would break to allow brilliant sunshine to burst through. Visibility was about eight to ten miles and high water coincided with the lifeboat's departure.

On reaching the pierhead, Coxswain Pitman set course on 105°M towards the last reported position of the dismasted yacht. Twenty minutes later and just three miles short of Lulworth Cove, the lifeboat began to feel the full effects of the south-westerly gale. At times Coxswain Pitman was forced to reduce engine revolutions to prevent the lifeboat from broaching in the quartering sea.

At 1509 the lifeboat passed close to the south of Arish Mell buoy and altered course to the south east to

follow the line of the tidal set. Six minutes later an orange smoke signal could be seen from the yacht which was three quarters of a mile ahead. The 30 ft auxiliary yacht, *Vagrant Gypsy*, was steaming very slowly on a south-easterly heading and yawing badly. She could be seen rolling heavily and shipping seas as her skipper tried to clear St Alban's Ledge. The south-westerly gale, force 8 to 9, was creating a very rough confused sea over the 15ft swell. Tide times differ considerably from those at Weymouth and as the lifeboat approached the yacht the tide was reaching half-tide flood.

Three people could be seen in the yacht's cockpit, and her mast had apparently sheered off at deck level. The debris had been cut clear apart from some small-sized ropes hanging over the starboard side. Coxswain Pitman, using the loud hailer, told the yacht skipper to disengage his engine. Then, having fendered the starboard side, the coxswain approached the yacht from astern and placed the lifeboat alongside.

Two women were snatched from her cockpit on to the lifeboat's side deck. The lifeboat was then driven astern to come clear of the yacht. Her skipper was indicating that he wanted another person taken off, leaving him and one other aboard to try and save the vessel.

Just as before, the coxswain approached from astern and, with some difficulty, an elderly man was pulled aboard before the lifeboat was again brought astern and clear of the yacht. All this time the wind and tide were carrying both the lifeboat and casualty rapidly towards very broken water off St Alban's Ledge.

Coxswain Pitman placed the lifeboat to leeward of the yacht and offered to

LIFEBOAT SERVICES



put a crew member aboard to help secure a towline. The yacht skipper was worried that the yacht might be damaged during the transfer and refused the offer. Instead, instructions were shouted through the loud-hailer to the skipper on how to form a towing bridle using the mainsheet.

Two loose turns of the mainsheet were secured round the yacht's chain plates and the lifeboat's nylon towline was then pulled aboard the yacht and secured to the bight of the bridle which hung just clear of her stem. As the towline was paid out from the lifeboat, her crew secured two coir fenders at the mid-point to help relieve the effects of whipping.

By 1550 the lifeboat was ready to start the tow on a heading of 270°M; Portland Bill was ahead at 14 miles and the overfalls of St Alban's Ledge just two cables to leeward.

There were now very heavy rain squalls and Coxswain Pitman kept his speed to an absolute minimum, engaging first one engine, then the other, at 600 rpm. No more than one knot was achieved as the tow was taken clear of the ledge. By 1700, when the tow was four and a half miles south of Mupe Rocks, speed could be increased to 700 rpm and course was altered to 285°M. At 1724 the lifeboat again altered course to 305°M but speed never went above 800 rpm until the two vessels eventually reached Weymouth harbour at 1900.

The yacht was placed alongside in



Weymouth's 54ft Arun class lifeboat, *Tony Vandervell*.



Coxswain Victor Pitman.

The Cove and the lifeboat was back on her mooring, refuelled and ready for service at 1922.

Following this service the thanks of the Institution on vellum were presented to Coxswain Victor Pitman and vellum service certificates were presented to Second Coxswain/Mechanic Derek Sargent, Assistant Mechanic Colin Pavey and Crew Members Eric Pavey, Graham Keates, Robert Runyard and Christopher Tett.

South East Division

Pier rescue attempt

THE CHIEF SECURITY OFFICER of Brighton Palace Pier, Graham Sweetman, was in his office at the shore end of the pier with his part-time colleague Payman Akhaveissy, an Iranian student, at 1615 on the afternoon of Sunday August 4, 1985, when they were told there was someone in the water on the outer west side of the pier.

They ran to the seaward end of the pier where they were joined by another

colleague, William Kerkhoff. There they could see the body of a man close against the west side of the pier; it was not possible to tell whether he was still alive. Graham Sweetman immediately asked someone to telephone the police.

The weather was poor with a south-westerly gale, force 8, to strong gale, force 9, blowing. Heavy seas were running and although local conditions normally produce a westerly running tidal stream an hour and a half before high water, on this particular afternoon, with the wind holding back the tide, there was very little westerly stream.

Someone had already thrown a life-buoy to the man in the water without success and after a short discussion, Sweetman and Akhaveissy decided they should launch the pier's safety boat, a ten foot fibreglass rowing dinghy. They manhandled the dinghy down two flights of steel steps on the east side of the pier where seas were rising and falling some 10 to 12 feet.

They then cast the boat into the water, Akhaveissy jumped on board and, while William Kerkhoff held the painter, Sweetman followed him and immediately shipped the oars. Akhaveissy began to bail with a bucket Kerkhoff had placed on board.

The boat was rowed towards the south west, underneath the pier amid confused seas and with the considerable risk of being driven against one of the steel support piles. However, they cleared the western side and the two men, one at each oar, rowed seaward so that they could ultimately make passage down sea to the man in the water who was, by now, some 70 yards to the west of the pier. All the time Kerkhoff was giving hand signals to direct them towards the casualty. Although the boat could be propelled reasonably well with two men at the oars, Payman Akhaveissy was frequently having to leave his position to bail and to try to gain sight

of the casualty. They made two separate attempts to get near him, but without success, and all the time they were becoming more certain that the body was lifeless as they could see no movement. The boat was now about 80 yards from the shore and Sweetman decided that any further effort would be fruitless. He therefore explained to his colleague how he was going to try to make for the shore between the two westerly groynes.

Pointing the dinghy south west and by controlled rowing he managed to move the dinghy, stern first, towards the shore. Akhaveissy, meanwhile, continually bailing, also gave warning of every approaching wave. Sweetman slowly made progress, either by resting on oars until a crest had broken, or by rowing hard to meet the breaking six to eight foot seas.

Forty feet from the shore Sweetman realised that the seas were higher still and harder to negotiate. Capsize now was likely and he removed the oars and threw them shorewards to avoid injury if he and Akhaveissy were thrown from the boat.

A crowd had by now gathered on the beach, including police officers and William Kerkhoff. Thirty feet from the shore, among heavy breaking seas, a particularly large sea capsized the dinghy, bow over stern, throwing Akhaveissy on to the bare shore where the undertow of the retreating wave drew him seaward again. Sweetman found himself under the dinghy but uninjured.

Witnessing this from the shore, Kerkhoff, an experienced Australian surf lifeguard, ran into the sea and, part wading, part swimming, found Akhaveissy face down and unconscious in the surf. He grabbed him and waded against the considerable undertow to the shore where he passed him into the care of the police. They immediately began resuscitation and as soon as he

Brighton's Atlantic 21 on exercise near Palace Pier.

photograph by courtesy of A. J. Young



regained consciousness he was taken by ambulance to hospital.

Meanwhile Sweetman had managed to extract himself from under the dinghy and, seeing Akhaveissy already on shore and the dinghy out of harm's way, waded to the safety of the beach. Kerkhoff had gone back into the sea to help Sweetman, but seeing him wade ashore, returned to the shore himself. Sweetman was unhurt and went straight back on duty after a change of clothes.

During the later stages of this incident, **Brighton** lifeboat station had been alerted and at 1649 the rigid inflatable Atlantic 21 lifeboat, *Lions International—District 105 SE*, launched. She was manned by Helmsman Anthony Dowd and Crew Members Martin Harvey and Michael Bjarkøy.

Just outside the marina entrance confused seas rising to 24 feet and reflecting off the breakwater, made for very treacherous conditions. The lifeboat cleared the marina entrance and headed south at reduced speed to gain sea room before setting a cross-sea course for the Palace Pier.

The seaward passage was very dangerous and each sea had to be 'navigated' with constant use of throttles to maintain safety and a reasonable speed of advance. Clear of the treacherous area outside the marina entrance, boat handling became easier but it still required full concentration from all the crew in the continuous heavy spray.

Eleven minutes after launching the lifeboat was 100 yards off Brighton's West Pier, having still not received the detailed nature of the casualty and also having the phrase 'west of pier' relayed to them as 'West Pier' by mistake. However, the message then came through giving full details of the incident and saying that the men in the dinghy were now safe but that the body was still drifting off Palace Pier.

Helmsman Dowd set a course down wind to a position 200 yards west of Palace Pier. At 1701 the crew caught sight of the man's body, only 60 feet from the shoreline. There were very heavy seas and breaking surf and as it was obvious there could be little room for error, the lifeboat hove-to so that the crew could consider a plan of approach.

The helmsman then headed for the shore while one crew member kept lookout astern to assess the incoming seas. At the agreed time and only feet from the body, the lifeboat was turned to the south west and in the briefest of moments while the engines were stopped, the two crew members dragged the body inboard over the starboard bow. Immediately Anthony Dowd drove the lifeboat ahead to clear the surf line and confirmed to the coastguard that they were now safe.

The crew, working on the assumption that the man may have been in the water for only a short time, immediately began cardiac massage and mouth-to-mouth resuscitation. The helmsman had

the difficult task of taking the lifeboat back to station at best possible speed in the prevailing conditions, all the time bearing in mind the safety of his crew who were administering first aid. The body was protected by inflated lifejackets laid across the after end of the boat, the forward end being considered unsafe. Although the body was warm, the crew members could detect no signs of life.

By 1715 the helmsman had safely negotiated the marina entrance. Again he asked his crew to keep lookout astern as heavy swells and breaking seas drove across the end of the breakwater. Three minutes later the body was landed and taken by ambulance to hospital where the man was found to be dead.

Following this service the thanks of the Institution inscribed on vellum were presented to Graham Sweetman and a framed letter of thanks, signed by the chairman, the Duke of Atholl, was presented to Payman Akhaveissy. William Kerkhoff's rescue was referred to the Royal Humane Society and he was subsequently awarded a testimonial on vellum by the Society.

A framed letter of thanks from the chairman was also presented to Helmsman Anthony Dowd and a letter of thanks from Cdr Bruce Cairns, chief of operations, was sent to Crew Members Martin Harvey and Michael Bjarkøy.

West Division

Escorted yacht in gale

A FORCE 8 west-north-westerly gale was blowing at midday on Thursday September 5, 1985, when the yacht, *Sea Mirage*, was on passage from Port St Mary on the Isle of Man, heading for Heswell in the Dee estuary.

With very rough seas at the entrance to the estuary, the yacht decided to head for Rhyl instead. The coastguard at Rhyl could see that the yacht, 1½ miles to the east of the end channel marker, was making heavy weather of crossing the bar and asked a local fishing vessel, *Striker*, to go out to her assistance. When *Striker* reached the bar, however, her skipper radioed to the coastguard that it was too rough for him to cross it and escort the yacht.

At 1230 the coastguard contacted the honorary secretary of **Rhyl** lifeboat station and asked him to launch the lifeboat. Maroons were fired and at 1256 the relief 37ft Oakley class lifeboat *J. G. Graves of Sheffield*, on temporary duty at Rhyl, launched from her carriage and headed north by west to clear the heavy surf on the beach.

Her coxswain, Bruce Herbert, then steered west for 1½ miles until the lifeboat was close to the yacht. The wind was still gale force 8 and seas very rough with heavy breaking surf in the approaches to Rhyl harbour. When he had ascertained by radio that the



Coxswain Bruce Herbert.

photograph by courtesy of Rhyl Journal

yacht had no drogue aboard, Coxswain Herbert decided it would be safer to escort her to Mostyn harbour, inside the Dee estuary.

There were two men on board the yacht and the coxswain asked if either of them wanted to be taken off or whether they needed one of his own crewmen to help them navigate. The yachtsmen radioed back that they would like an extra hand.

On the first run in the lifeboat was placed alongside the yacht's port quarter and Second Coxswain Donald Archer Jones jumped aboard. The two boats then headed for Mostyn harbour which they reached without further incident. The yacht was moored to the quay in a safe position and after her skipper had expressed his thanks to the lifeboat crew, the lifeboat set out for Rhyl. She was back at station at 1737 and by 1804 was rehoused and ready again for service.

Following this service a letter of appreciation, signed by Cdr Bruce Cairns, chief of operations, was sent to the coxswain and crew of Rhyl lifeboat.

West Division

Injured climber

HOLYHEAD COASTGUARD received word on the evening of Saturday August 17, 1985, that a climber had fallen and was injured on the Go-Garth cliffs, four miles west of Holyhead. Maroons were fired and at 2130 **Holyhead's** 44ft Waveney class lifeboat, *Faithful Forester*, slipped her mooring and headed out to sea with Coxswain William Jones at the helm. She was escorting the station's 16ft D class inflatable lifeboat which, in spite of the darkness, the deputy launching authority had decided to launch because of the nature of the casualty.

The inflatable lifeboat was manned by Helmsman Peter Murphy and Crew



WORKINGTON, Sunday January 6, 1985: a 33ft fishing vessel, *Mark Lisa*, with two men aboard, on passage between Fleetwood and Tarbert on the Clyde, suffered engine failure and drifted on to rocks at St Bees Head. She then floated off, leaking slowly and drifting southwards: At 0700 the relief 46ft 9in Watson class lifeboat, *Lady Scott* (Civil Service No 4), on temporary duty at Workington, launched to her assistance with Coxswain Albert Brown at the helm. There was a fresh northerly breeze and the sea was moderate when the lifeboat reached the fishing boat an hour later. A towline was passed and the two boats made for Whitehaven. They are seen here (left) entering Whitehaven harbour at 0940. After seeing *Mark Lisa* safely moored alongside, the lifeboat returned to Workington at 1055.

photograph by courtesy of R. McLaughlin



FLAMBOROUGH, Sunday May 12, 1985: Flamborough's 37ft Oakley class lifeboat, *Will and Fanny Kirby*, launched at 1207. The Filey fishing coble, *Gaidan*, had been crabbing close in under the cliffs, north of Flamborough Head. The weather was bad with a strong northerly breeze, force 6, to near gale, force 7, a rough sea and eight foot swell.

The lifeboat, with Coxswain James Major at the helm, launched to provide an escort for the fishing coble. Her skipper, on arrival of the lifeboat, and in view of the weather, decided to return to Filey. The lifeboat accompanied the coble and at 1245 the skipper reported that he had a rope in his propeller which could not be cut out. However, the coble was still able to make progress under her own steam at a reduced speed. The two boats eventually reached the coble landing at Filey at 1340 and the lifeboat, on completion of her escort duty, then returned to station.

photograph by courtesy of Michael H. Kidd



FILEY, Tuesday January 7, 1986: the weather was worsening with a south-easterly near gale, force 7, and a rough sea when the fishing coble, *Opportunity*, was seen to break down on the weather side of Filey Brigg. Another coble, *Skip*, came to her assistance and took her in tow but at 1303 at a very dangerous position just off the end of the Brigg, the tow parted. Filey's 37ft Oakley class lifeboat, *Robert and Dorothy Hardcastle*, already on standby, launched immediately with Coxswain Frank Jenkinson in command.

The two fishing vessels reconnected the tow and Filey lifeboat stood by as they negotiated what was now a very rough sea in the force 7 to 8 wind and 12 foot swell. As they approached the shore where *Opportunity* was to be beached the lifeboat pumped out storm oil to help smooth the sea. This photograph shows the final stages of the successful beaching operation.

photograph by courtesy of Scarborough and District Newspapers

WHITSTABLE, Sunday January 19, 1986: a 24ft fishing boat, *Duke Senior*, with a party of anglers on board ran aground outside the harbour in a strong westerly force 9 gale. She was later re-floated by the rising tide and at 1417 she was reported to be about two miles north west of Whitstable harbour. At 1439 Whitstable's Atlantic 21 rigid inflatable lifeboat, *British Diver*, was launched.

Eight minutes later she reached the fishing boat and a lifeboat crew member was put aboard. The sea was very rough with three foot swell and Helmsman Mike Gambrill decided to escort her into the River Swale where there would be some protection from the wind and sea. Eventually she was moored at Harty Ferry and (right) the twelve anglers were brought ashore by the lifeboat. Wind had now increased to storm force 10 and it was not possible to beach or recover the lifeboat. Instead, with men stationed on either side of Whitstable harbour with heaving lines and lifebuoys at the ready, Helmsman Gambrill successfully negotiated the harbour entrance in very rough and confused seas and the lifeboat was safely moored alongside.

photograph by courtesy of Whitstable Times



DOUGLAS, Isle of Man, Sunday January 26, 1986: a woman had suffered a suspected heart attack aboard the Belfast to Liverpool ferry, *St Colum I*. At 0313 Douglas lifeboat, the 46ft 9in Watson class, *R. A. Colby Cubbin No 1*, launched with the station's honorary medical adviser, Dr Richard Hamm, on board and Coxswain Robert Corran in command. The lifeboat rendezvoused with the ferry in a moderate sea and force 4 breeze, half a mile to the east of Douglas Head. The doctor was lifted aboard the ferry in one of the ship's lifeboats which had been lowered for him. He decided the patient should not be transferred to the lifeboat so the captain of *St Colum I* radioed for permission to come alongside Douglas' Victoria Pier and asked Douglas lifeboat to lead him in. At 0400 the ferry was alongside and the woman lowered in a Neil Robertson stretcher (right) to a waiting ambulance.

photograph by courtesy of Roger Oram



Members Iwan Williams and Windsor Lauden. The two lifeboats arrived at Go-Garth bay at 2150; the weather was showery with a gentle to moderate south-westerly breeze, force 3 to 4, and a slight sea.

The casualty, a man in his thirties, had broken his ankle and was suspended 150 feet below an overhang at a particularly treacherous part of the cliff, known as Wen Slab. The coastguard cliff rescue team were in the process of lowering the man down the cliff face when the lifeboats arrived.

Although the lifeboat crews were able to illuminate the cliff bottom with a parachute flare and searchlights, numerous rocks, many of them submerged, lay between the lifeboats and the shore. Slowly the D class inflatable moved towards the position below which the man was being lowered. Crew Member Windsor Lauden guided his helmsman to within 10 feet of the cliff face at which point the engine was cut and the lifeboat manhandled the rest of the way by her crew.

They were now in a very dark gully

with steep cliffs on either side. The injured man and cliff rescuers were hanging about 20 feet in mid-air above their heads. Their radio had failed, so Crew Member Iwan Williams had to communicate with the coastguards at the top of the cliff so that the casualty could be guided towards the lifeboat. This was not easy to do but eventually, as Helmsman Peter Murphy held the lifeboat in position, Windsor Lauden guided the man and one of his rescuers into the lifeboat.

The ropes were then cut and the lifeboat driven clear of the cliff face. The helmsman maintained a slow speed to avoid any unnecessary movement to the broken ankle. When they were clear of the rocks the injured man was put aboard the waiting *Faithful Forester*. The D class then returned to the cliff bottom to take aboard two remaining cliff rescuers and their equipment.

Using the manoeuvrability of the inflatable lifeboat and the oars they were able each time to avoid the rocks and make a clean run to and from the cliff face. The cliff rescue climbers were

transferred to the larger lifeboat and then both boats headed back to station in company.

An ambulance took the injured man to hospital on arrival at Holyhead and the D class inflatable was re-housed, ready again for service at 2315.

Following this service a letter signed by Rear Admiral W. J. Graham, director, was sent to the honorary secretary of Holyhead lifeboat station expressing appreciative thanks to Helmsman Peter Murphy and Crew Members Iwan Williams and Windsor Lauden.

West Division

Exhausted windsurfer

A WINDSURFER had got into difficulties 300 feet off Morecambe stone jetty on the afternoon of Tuesday August 20, 1985. He was spotted from the promenade by a passer-by who immediately rang Liverpool coastguard. By 1420 the

deputy launching authority of Morecambe lifeboat station had been alerted and seven minutes later Morecambe's 16ft D class inflatable lifeboat had launched into a difficult sea and was speeding towards the windsurfer.

She was manned by Helmsman Mark Baxter and Crew Member David Willacy and as they cleared Morecambe Pier and headed west, the lifeboat began to encounter short, steep four to five foot seas. The weather was cloudy, visibility moderate and a strong south-westerly breeze, force 6, was blowing, gusting at times to gale force 8. Continually the lifeboat was shipping seas and spray over the canopy.

At 1432 the lifeboat reached the windsurfer; he was lying on his board, exhausted, about 300 feet to the north west of the stone jetty. The wind was as strong as before and the sea still rough. A west-south-westerly tidal stream made for wind over tide and the waves were short, steep and confused by their reflection off the stone jetty.

Mark Baxter brought the lifeboat up short of the casualty and, having assessed the state of the sea, chose his moment to drive alongside the sailboard. Crew Member David Willacy grabbed the man and pulled him into the lifeboat. Conditions were such that to tow or carry the board and sail would have hampered the rescue, so it was left to drift. (Full details of the board were given to Liverpool coastguard in case the wreckage was later spotted by another vessel and the alarm raised.)

The lifeboat then continued on past the board until her helmsman could take advantage of the seas to turn through 180° and head back to station. Although Helmsman Baxter needed to pay careful attention to the short, steep following seas on his return, the shore was reached without incident. Thanks to the buoyancy aid and wet suit worn by the wind-surfer, he did not require treatment and although an ambulance had been called to the slipway when the man was landed at 1437, it was not needed.

Recovery of the lifeboat had to be delayed because of the rough conditions at the slipway but by 1635 she was back in the boathouse, ready once more for service.

Framed letters of thanks signed by the Duke of Atholl, chairman of the RNLI, were sent, following this service, to Helmsman Mark Baxter and Crew Member David Willacy.

West Division

Dinghy adrift

MOELFRE'S 16ft D class inflatable lifeboat launched at 1250 on Tuesday August 20, 1985, after Holyhead coastguard reported that two divers who were working on the 100-year-old wreck of the *Royal Charter* were being



Moelfre's 16ft D class inflatable lifeboat.

photograph by courtesy of Jeff Morris

blown out to sea in their inflatable dinghy after its engine had broken down.

The sea was rough at the time, visibility moderate and the wind was blowing near gale force 7 to gale force 8 from the south south west. It took six minutes for the lifeboat, manned by Helmsman Roy Thomas and Crew Members Christopher Jones and Alun Davies, to find the drifting dinghy. The divers were both in poor shape and quite scared when the lifeboat reached them as they were being blown very fast through a rough sea.

They were taken aboard the lifeboat and the dinghy was towed to the shore where the two survivors were landed at 1315. The lifeboat then headed back to Moelfre where she was rehoused, ready again for service at 1323.

Cdr Bruce Cairns, chief of operations, sent a letter of appreciation to Helmsman Roy Thomas and Crew Members Christopher Jones and Alun Davies following this service.

East Division

Search for divers

THE SUPPORT BOAT of a party of divers contacted the coastguard at 1355 on the afternoon of Sunday September 15, 1985, to say that two of their divers had not surfaced from their diving on the wreck of ss *Teddington*, about two miles north of Overstrand. Their air

supply had expired over an hour earlier.

The coastguard informed Cromer lifeboat station and at 1400 the 46ft 9in Watson class relief lifeboat, *Guy and Clare Hunter*, on temporary duty at Cromer, launched from the slipway and at the same time the station's 16ft D class inflatable lifeboat put to sea to help with the search. An RAF helicopter had also been called out together with the inflatable rescue boat at Mundesley.

A strong south-westerly breeze was blowing in the area of the search with a moderate sea running and Second Coxswain William Davies, at the helm of Cromer lifeboat and acting as on-scene commander, decided to ask Sheringham lifeboat to launch. The coastguard were also arranging for divers to search the wreck in case the missing people were trapped under water.

At 1447 Sheringham's 37ft Oakley class lifeboat, *Manchester Unity of Oddfellows*, left the beach with Coxswain John West at the helm. There was a very strong ebb tide running and the lifeboat began an offshore search along the line that the tide was likely to have swept the missing divers.

At 1505, when Sheringham lifeboat was two miles north of West Runton, Crew Member Donald Little caught sight of two heads in the water, about 300 yards away from the lifeboat. Coxswain West steered up wind of them and then lines were thrown to the two divers who were finally helped with some difficulty up the scrambling net and into the lifeboat.

The weather made it unsuitable to transfer the survivors to the helicopter at sea so the lifeboat was beached at Sheringham and the helicopter, having landed on the sands, took the divers, a man and a woman, to hospital at Gorleston. The lifeboat was rehoused, ready again for service at 1615 and Cromer's lifeboats, having been told that the divers were safe, returned to station at 1555.

Following these services, letters of thanks, signed by the chief of operations, Cdr Bruce Cairns, were sent to Second Coxswain William Davies of Cromer and Coxswain John West of Sheringham.



Launch of Sheringham's 37ft Oakley class lifeboat.

photograph by courtesy of Glenda A. Watts



Taken from a painting by Edward Walker of the Mexico and Lytham lifeboat. See 'Prints for Sale' on p. 301.

1886: THE WRECK OF THE MEXICO

By Frank Kilroy

ON THE NIGHT of December 9, 1886, the German barque *Mexico*, bound from Liverpool for Quayaquil, Ecuador, with a general cargo and a crew of 12, was wrecked in the Ribble Estuary on the north west coast of England. Three lifeboats from Southport, St Annes and Lytham were launched to her assistance in atrocious conditions. Forty-four men set out to rescue twelve, twenty-seven were not to return alive. This disaster, the worst in RNLI history, was to have profound effects on the service and was also to lead eventually to a new concept in fund raising.

The Ribble Estuary a hundred years ago was a wild, desolate place. There were few navigation marks, the main one a wooden lighthouse at St Annes, with only one main channel to the wharves at Lytham and Preston. There were three anchorages for local fishing fleets; at Southport, already a well established resort with a lifeboat station taken over by the RNLI in 1860, at St Annes, a new township 'carved out of the sandhills' which had only had a

lifeboat since 1881, and at Lytham, the oldest town of the three, mentioned in the Domesday Book, with a lifeboat station taken over by the RNLI in 1851. The estuary was littered with sandbanks cut by shallow channels, known only to the local shrimpers and cocklers, but the most notorious hazard was the Horse Bank on whose hard sands many wrecks had occurred.

Driven before a gale

At 1 pm on December 9, 1886 the German barque *Mexico* was being driven before a west-north-westerly gale with the visibility obscured by showers of sleet and hail. A low sandy shore was sighted under her lee and her captain, G. Burmester, ordered two anchors to be put out. These did not stop her drift and he ordered the fore and main masts to be cut down. Eventually, at about 3 pm, the *Mexico* held to her anchors off Ainsdale near Southport. The stricken vessel was seen from the lifeboat station at Southport but appeared to be in no danger at the time. The winter darkness soon fell but a watch was maintained. At 9 pm Captain Burmester realised that his ship was once more drifting and he heard the sound of breakers under his lee. He ordered distress signals to be fired and told his crew to lash themselves to the

rigging of the mizzen mast. Shortly afterwards the vessel struck the Horse Bank.

At Southport, the *Mexico*'s distress signals were seen and the maroons fired. A full crew speedily assembled and Coxswain Charles Hodge decided, in view of the conditions, that he would take three extra crewmen and that the lifeboat *Eliza Fernley* should be hauled on her carriage along the beach to launch to windward of the wreck. This took over an hour to accomplish but just after 11 pm she was launched successfully through heavy breakers off the open beach. After a lengthy struggle the lifeboat was a little ahead of the wreck and on her starboard bow. An anchor was let go so that *Eliza Fernley* could be veered down on to the *Mexico* where a light still burned in the rigging. The time was said later to be about 1 am, which, if correct, meant that the survivors had, unbeknown to the Southport crew, already been rescued by Lytham lifeboat. While carrying out this manoeuvre, Southport lifeboat capsized and failed to right. The upturned *Eliza Fernley* was swept shorewards in the darkness with some of her crew trapped beneath and others frantically clinging to the outside. Of the sixteen lifeboatmen, only two, Henry Robinson and John Jackson, survived. They came

ashore under the boat and were found, exhausted, having succeeded somehow in extricating themselves from the up-turned hull.

St Annes called out

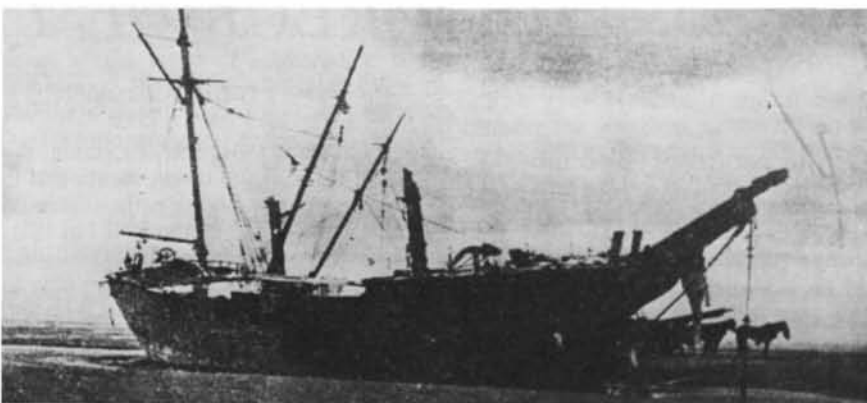
The watchman at St Annes lighthouse had also seen *Mexico's* distress signals and fired the lifeboat gun to call out the crew. They took some time to assemble as their homes were widely scattered and it was not until 10.25 pm that *Laura Janet*, under the command of Coxswain William Johnson and a crew of twelve, was launched off the beach at St Annes. She was under oars for the first 500 yards and then seen to set sail and fire a rocket and make across the banks towards the wreck. This was the last time the thirteen were seen alive. The upturned boat and most of her crew were found on Ainsdale beach the next day. With no survivors, any explanation of how *Laura Janet* came to grief will always remain hypothetical.

At Lytham, shore watchers saw the *Mexico's* flares and summoned Coxswain Thomas Clarkson to the boat-house. He decided to launch even though the wreck was at least seven miles away and on the south side of the estuary. The crew were assembled and the lifeboat *Charles Biggs* made ready. She was the second boat of that name to be stationed at Lytham and had only arrived 10 days previously. This was the first time she had been launched on service. She was the same size as the other boats but was fitted with four water ballast tanks to improve her trim—a vital difference on that terrible night.

At 10.05 pm the crew of fifteen men launched *Charles Biggs* and rowed her down the estuary for the first 1½ miles. They then set sail and made their way across the banks towards the south side of the estuary. Within a quarter of a mile of the wreck the masts and sails were lowered and the oars put out again, but shortly afterwards a heavy breaking sea accompanied by a violent squall threw the boat on her port beam and broke three of the oars. *Charles Biggs* righted herself, however, and by 12.30 am on December 10, she had let go her anchor and successfully veered down alongside the *Mexico* which was on her beam ends with huge waves sweeping over her.

A rope was lowered from the *Mexico* to the plunging lifeboat and although it broke twice and two of the *Mexico's* crew were injured, all were successfully taken off the wreck. Captain Burmester was the last to leave his stricken ship and calmly lowered himself into *Charles Biggs*. Another oar was broken in pushing off, but the lifeboat was eventually worked clear and despite being full of water, with all sails set, she clawed herself away from the lee shore. Captain Burmester remarked to Coxswain Clarkson, 'You have a very good boat!'

With the gale behind her, *Charles*



Top: a contemporary artist's impression of Southport lifeboat at the moment of her capsizing (reproduced by courtesy of The Illustrated London News Picture Library). **Above:** the *Mexico* some days after the disaster when her gear and cargo were being removed. She was eventually salvaged and displayed off Lytham for two years before being re-rigged and sold. She continued to trade until 1900 when, renamed *Valhalla*, she was once more wrecked, becoming a total loss.

Biggs retraced her course across the banks and regained the main channel, but only after most of the crew had waded her over the shallows as the tide was now dropping, and under oars she arrived at Lytham to a tumultuous welcome from a large crowd.

Limited communications

In 1886, communications were very limited, and it was not realised that all three lifeboats had been out that night. The Lytham crew were not aware until early the next morning that the St Annes boat had not returned, when they were asked to launch yet again to search the estuary. Many of the Lytham men had relatives in the missing *Laura*

Janet, and so at 10.30 am the same crew that had gone to the wreck of the *Mexico* launched to look for the missing lifeboat. During the search they went alongside Southport Pier and learned that *Eliza Fernley* and all but two of her crew had also been lost. A lookout on the pier then spotted a white shape in the estuary and when Lytham men went to the spot they found the upturned, partly stove-in hulk of the missing *Laura Janet* with three bodies trapped underneath. The bodies of the rest of the St Annes crew were subsequently found along the tideline.

At St Annes, as the night had progressed without any news, and dawn had eventually broken on an empty sea,



Left: Coxswain Thomas Clarkson of Lytham who successfully rescued the Mexico's crew of 12 and **above**, the lifeboat in which he carried out the rescue, Charles Biggs, and her crew photographed two days after the event. **Right:** a memorial to the disaster erected at St Annes in 1888. photograph (r) by courtesy of Jeff Morris



anxious relatives crowded around the bungalow of a Manchester businessman, one Charles Macara, who was also a member of the St Annes lifeboat committee. His was the only telephone in St Annes and he ordered telegrams to be sent up and down the coast; but only negative replies came back. One telegram was sent to Blackpool lifeboat station and Coxswain Bob Bickerstaffe decided to launch his boat, *Samuel Fletcher*, exactly the same design as the two missing lifeboats, and join in the search for the St Annes lifeboat. As the Blackpool boat was crossing Crusader Bank to get into the Ribble Estuary she was hit by a large breaking sea and Coxswain Bickerstaffe was swept overboard. The boat righted and he was successfully hauled back aboard *Samuel Fletcher*, averting a third disaster. The Blackpool men carried on their search till dusk but then the full extent of the tragedy was known at St Annes. Charles Macara tried to comfort the bereaved and a disaster fund was set up for the 16 widows and 50 orphans left to the two towns.

After effects

The disaster raised many questions about lifeboat design; why, for instance, had Lytham survived but not the other two boats? More stringent tests were carried out for self righting and it was decided that all similar boats should be modified to take ballast tanks like those fitted to *Charles Biggs*. A new design of Watson sailing lifeboat was also introduced and both St Annes and Southport received one in addition to their carriage boat.

The disaster fund was very well supported, eventually realising some £50,000, but Charles Macara looked further into the financial affairs of the RNLI and realised all funding was dependent on the wealthy few. He resolved to bring lifeboats to the notice of the man in the street, and, in October 1891, he organised the first 'Lifeboat Saturday' in Manchester. The St Annes and Southport carriage boats were towed through the streets and collectors used large purses on poles so that those in upstairs windows or on the tops of tramcars did not escape! The Lifeboat

Saturday movement spread throughout the British Isles and became the foundation on which many of today's fund raising efforts are based. In fact, the origins of all charity street collections can probably be traced back to that first Lifeboat Saturday in Manchester.

Mrs Macara also threw herself into fund raising and organised bands of ladies to help with the collections. They were formed into Ladies Auxiliaries which later evolved into today's ladies lifeboat guilds, a vital part of the RNLI's fund raising effort.

In 1925 both St Annes and Southport lifeboat stations were closed; the moorings at both these places had silted up due to a dredged channel being made to the new Preston Dock. Lytham remained open and is still fully operational today, now known as Lytham St Annes (the two towns were made a borough in 1922) and currently has a 47ft Watson class lifeboat, *The Robert*, moored afloat in the estuary and also a D class inflatable lifeboat. The original boathouse from which *Charles Biggs* was launched that fateful night still stands, no longer used by the Institution, but, thanks to the kindness of Fylde Borough Council, it has been restored and will open in May 1986 as a lifeboat museum, with a large display of photographs and relics of the wreck of the *Mexico* amongst its exhibits.

1986 Commemoration

Lytham St Annes station branch will commemorate the disaster in several ways; known dates at present are:

Friday and Saturday, July 25 and 26: competitive show of flower arrangements to commemorate the disaster entitled *The Sea—Its Changing Moods*, at St Thomas' Church Hall, St Annes.

Sunday, July 27: display of lifeboats at Lytham. 10 am: Fisherman's Service at St John's Church, Lytham. 2.30 pm: procession of lifeboats and displays to St Annes. 6 pm: open air service near *Mexico* memorial.

Saturday and Sunday, August 30 and 31: BBC *Songs of Praise* to be recorded at the old lifeboathouse, Lytham.

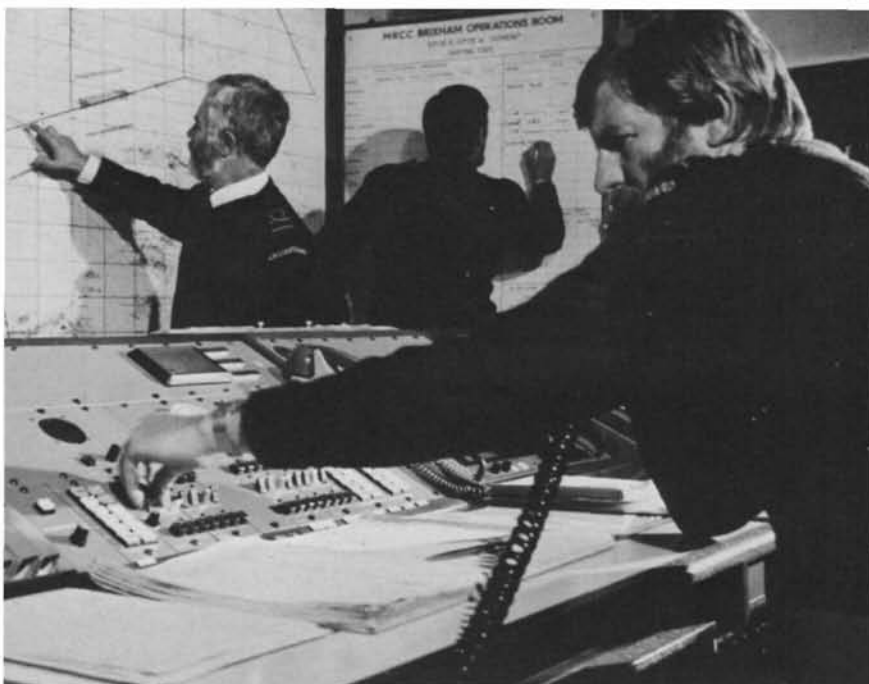
Sunday, December 7: commemorative service at St Annes parish church and wreath laying at the memorials.

PRINTS FOR SALE

Colour prints of two paintings of the *Mexico* by Edward Walker (one of them reproduced on p. 299) are available at £9 each (£11 signed by the artist) or £15 the pair from: Sumar Publications, 1 Richmond Grove, Lydiate, Merseyside L31 0BL. 50% of proceeds to RNLI. A limited edition of 100 prints signed by the Duke of Atholl, RNLI chairman, and the artist are available at £50 each.



1894: one of Sir Charles Macara's early Lifeboat Saturdays in Manchester.



HM Coastguard

THE LIFEBOATMAN'S LINK WITH THE SHORE

Geoffrey Pallet, editor of *Coastguard* magazine, describes the service which acts as co-ordinator of all marine search and rescue around the shores of the United Kingdom. He also passes on some useful advice to visitors to the coast.

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

How often must regular readers of THE LIFEBOAT journal have seen those words, or something very similar, to introduce another account of lifeboat daring-do? But how many of those readers have any more than a hazy idea of what HM Coastguard does? Something to do with customs perhaps? Do they run the lighthouses? Aren't they something to do with air-sea rescue? All too often people are aware of the heroism of the lifeboat or helicopter crews, but not of the professionalism and dedication of the coastguards whose co-ordination makes so many of these rescues possible.

Coastguards are the co-ordinators of all marine search and rescue operations around our shores. As such they are the first point of contact for any marine emergency, and can be contacted by radio, telex or simply dialling 999. The coastguard will take over the planning of any search required, and will liaise with the other rescue services to ensure

the most suitable rescue method is used. A typical day can see coastguards involved in requesting the launch of lifeboats, scrambling helicopters, calling out cliff teams, and always listening out for the next emergency. Last year, for example the coastguard service initiated 3,126 rescues involving lifeboats and altogether 6,346 people were thankful that someone had called the coastguard.

Origins of the service

Today's high-tech coastguard service is a long way from the old image of a man with a parrot and a telescope, staring out to sea from a wind-swept cliff-top. It is a highly trained force with all the latest technology from radar to computers, from satellites to VHF direction finders.

Things have obviously improved a lot since the days when a curmudgeonly fellow in *Punch* described the early coastguard stations as 'castles of idleness, where able-bodied men spent their time looking through long glasses for imaginary smugglers'. I suspect the reality was somewhat different, with long hours and harsh discipline the order of the day.

The original coastguard service was set up in 1822 to crack down on smuggling. Early coastguards were more interested in saving money for the Revenue than saving lives, and they

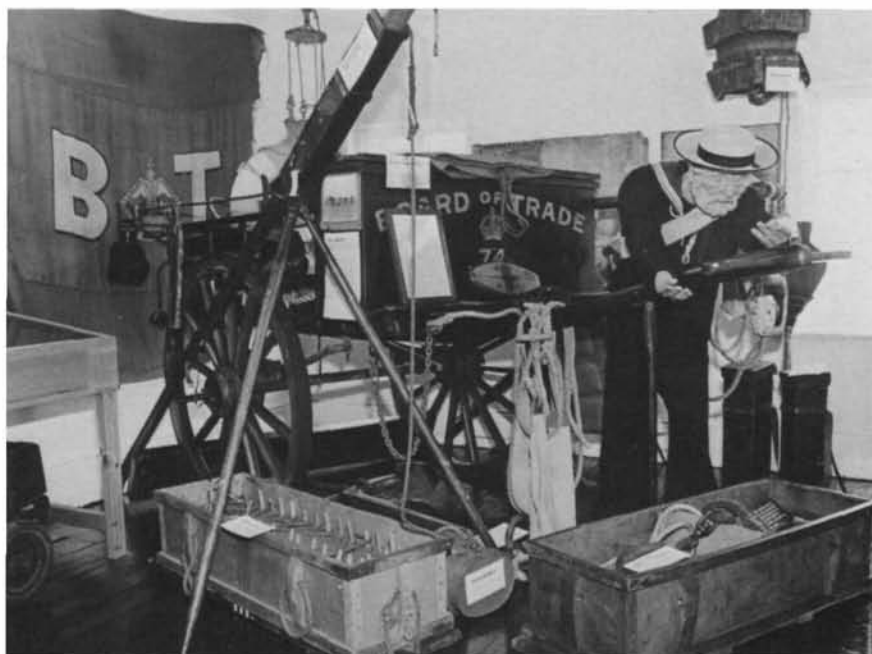
spent their time on the lookout for brandy casks slung unders keels or tobacco woven into hawsers. In those days many people did not regard smuggling as a crime, but merely their contribution to free trade. At the end of the eighteenth century it was estimated that half the spirits drunk in this country had been smuggled. One Deal boatman remembered his smuggling days *'when a boatman might smuggle honest, didn't go a stealing and wasn't afraid to die for his principles'*.

The same was expected of coastguards, it seems. In a Bexhill churchyard, for example, there are the graves of David Watts and William Meekes, two coastguard officers killed on duty within two days of each other in April 1832.

These early coastguards were also expected to help ships in distress, however, and in the case of a shipwreck do what they could to save lives, often at the risk of their own. At that time, coastguards frequently provided the crews of early lifeboats, and found themselves rowing out into appalling conditions. In his history of Hastings fishermen, Steve Peak has recorded an incident in 1863 which shows how hazardous this could be.

'With seas breaking over the parade, the lifeboat was taken to Warrior Square where a heaving-off line ran out to sea. The crew of 15 coastguards managed with considerable difficulty to haul the boat through the surf, but then a rope at the bow holding the heaving-off hawser broke. A large wave turned the Victoria broadside on, the crew lost control and the boat was driven on to a groyne and she was hurled violently against the parade wall five or six times.'

After 1831, coastguards were officially regarded as a Naval reserve and although they still had no statutory obligation to save life at sea, they continued to do so. Over the fifty years



Earlier days: an exhibit at the Coastguard Museum, Brixham, Devon.

up to 1909 they took part in the rescue of 20,000 people. The peak came in 1866 when 385 were saved by luggers, Coastguard boats and small craft. 'Coastguardsmen,' said Admiralty instructions in 1911, 'are to render every possible assistance to the local life-saving services as far as is compatible with their proper duties.' Much of the early life-saving equipment, incidentally, rockets and line-throwing pistols, cork life jackets, cliff belts and helmets, can be seen at the Coastguard Museum at Brixham in Devon.

The Admiralty retained control of the service until after the First World War, but in 1923 the modern civilian force was born within the Board of Trade. For the first time in its long maritime history Britain had a specialised staff primarily devoted to coast-watching and life-saving.

HM Coastguard today

Today's coastguard service is based on a network of 24 rescue centres spread around the coast, within a framework of six regions. The headquarters for these regions, the Maritime Rescue Co-ordinating Centres, are at Dover, Falmouth, Swansea, Glasgow, Aberdeen and Yarmouth. Within these six regions are between three and five Districts run from Maritime Rescue Sub-Centres. The basis of all search and rescue (SAR) co-ordination in the United Kingdom is the constantly staffed watch system at these centres; twenty-four hours a day, seven days a week, fifty-two weeks of the year. The nerve centre of the centres is the operations room which is permanently staffed by at least three coastguards maintaining radio, telephone and telex watch. Each centre is fitted with an emergency planning

room, press facilities, staff accommodation and storage space for coast rescue equipment and vehicles, usually Land-Rovers. All have local radio aerials as well as control of remote aerial sites.

They also have the latest communications equipment, quick and efficient communications being the key to modern coastguard operations. The three international distress frequencies are 500 KHZ MF Morse, 2182 KHZ MF radiotelephone and 156.8 MHZ VHF channel 16. The first is always guarded by British Telecom's coast radio stations on behalf of the Coastguard. BT also normally guard 2182 but that is monitored by coastguards as well. Rescue centres constantly guard channel 16, which now covers 95 per cent of our coasts up to approximately 40 miles out to sea. More recent communications developments have included the vital breakthrough of VHF direction finding equipment (VHF DF), which should be fitted coast-wide by the end of this year. This has proved an invaluable tool in locating people in trouble through their VHF signals pin-pointed between two separate listening posts.

All too often casualties do not have a clear idea of where they actually are. The visibility may be poor; they may have mis-read a chart or an instrument (supposing that they have them), or they may not be familiar with the stretch of coast they have found themselves on. In this situation, VHF direction finding can save a considerable amount of time and energy, and ensure that rescue units are not racing off in the wrong direction.

VHF DF to the rescue

An incident in the Wash, which was co-ordinated by Yarmouth MRCC, shows the difference DF can make in a confused situation. A motor cruiser had left Lowestoft for Hull without a compass, flares or other safety equipment apart from a small VHF radio, and using an AA road map for a chart. Although in the company of a better equipped ketch, the motor cruiser's skipper became anxious when the ketch was lost to sight after being swamped in high seas. Needless to say she was not sure of her position, but re-made contact with the ketch. The next day, however, Humber MRSC relayed a message to Yarmouth that the two vessels were again in difficulties in heavy seas, short of fuel, and with a parting tow. Once again they only had a hazy idea of their position.

The Eastern Sea Fisheries patrol boat, *Protector 2* was on watch and Humber lifeboat also offered to launch as she could tow the motor cruiser to Hull, and she also carried VHF DF aboard. Skegness lifeboat was also anticipated and asked to take VHF DF bearings from the beach to help establish the position of the two vessels. The ketch was advised, with a disclaimer, to maintain a northerly course towards the Inner Dowsing light tower. With the DF bearings from Yarmouth MRCC, via



Langdon Battery, Dover's MRCC, converted from an old World War I gun emplacement.

the Trimmingham aerial and Skegness lifeboat, ESF *Protector* was able to locate the two vessels and stood by them until the arrival of Humber lifeboat. The motor cruiser was taken in tow by Humber lifeboat and the ketch was escorted to Grimsby by *Protector*. Yarmouth assured me that DF was a lot more use than AA maps when it came to search and rescue at sea.

The second major innovation which will have a vital role to play in the foreseeable future, is the advent of satellite communications through the International Maritime Satellite (INMARSAT). The UK terminal for maritime distress traffic is at Falmouth MRCC, via Goonhilly Down. This has required Falmouth Coastguard to devise quick and effective methods of communication with other sectors as they will frequently acquire operational information that needs to be acted upon many hundreds of miles away. Last year Falmouth ran its first international conference to consider these problems, and to devise the most effective way of using this equipment to get the best from computer-assisted search planning.

Visitors to the coastguard stand at this year's Earls Court boat show will have seen the unique new system devised by the Coastguard service for marine rescue planning. This deals with the complex problems of arranging the best search patterns and areas, taking into account the different characteristics of the search vessels and aircraft, the prevailing weather, sea conditions and visibility. The computer system calculates the best answer to these problems in a fraction of the time previously taken to arrive at the solution manually. Thus the resources available for a rescue—helicopters, other aircraft, lifeboats and vessels nearby—can be tasked much more quickly and effectively.

The development of satellite communications through Falmouth illustrates the way in which different rescue centres have different specialist responsibilities within the overall network. Aberdeen, for example, has the North Sea oil industry which is estimated to provide 80 per cent of their traffic. As the recent text-book rescue of 140 people from the drifting BP rig *Tharos* showed, a high degree of co-operation between the industry and the rescue services ensures that the North Sea is a safer place than many feared it would be at the start of the oil boom.

Aberdeen is also responsible for the coastguard rescue helicopter, a Sikorsky S61N, based at Sumburgh in the Shetlands. Normally, of course, a coastguard expects to call on a Navy or RAF helicopter, but as the MoD has no military need to station any of its units so far north, this corner of the region is covered directly by the coastguard helicopter. A glance through the local newspapers, or the search and rescue pages of *Coastguard* magazine shows that it is money well spent, and that the crew have no time to sit around and get bored.



Cliff rescue training for one of the 8,500 auxiliary coastguards.

At the other end of the country, Dover MRCC has the job of policing a one-way system in the world's busiest shipping lane, the Dover Straits. The Channel Navigation Information Service (CNIS) was introduced in the early seventies and mid-Channel collisions are now something of a rarity. Liaising with their French counterparts at Cap Griz Nez, Dover transmits regular broadcasts at ten and forty minutes past the hour on VHF Channel 10, to provide the latest navigation information on activity in the Strait area. Ships are expected to report in on entry to the area from either direction and they must then observe strict regulations on crossing the two one-way traffic flows. The service maintains a spotter aircraft to monitor vessels not complying with the collision regulations, and stiff fines can be implemented on rogue ships. Dover and Falmouth are also reporting-in stations for ships with bulk liquid and gas cargoes, or for hampered vessels likely to present a hazard to other traffic using the Strait. The computerised system provides a constantly up-dated supply of vital information on the position, speed, and course of potential hazards, plus a watching brief on all

traffic, just in case.

There is a lot more, of course, to the modern coastguard than the communications centres, crucial though they are to today's marine rescues. Coastguards are also on hand to carry out breeches buoy rescues from ships in trouble, although this is thankfully now a rare occurrence. They also operate coastal searches; cliff, mud and quicksand rescues; provide mobile patrols both ashore, in Land-Rovers, and afloat, in general purpose inflatable boats. They also staff coastguard look-outs at times of bad weather or at similar times of high risk to mariners; and they carry out a vital public relations campaign to put the sea-safety message across to the public, press and media.

Auxiliaries

If I then told you that there are just 550 regular coastguards, you would wonder what they did on their day off. The answer is the vital part played by the 8,500 auxiliary coastguards. Men and women with a sense of public duty similar to the crews and fund raisers of the lifeboat service. People who enjoy living in a coastal community or sailing

at weekends, and who want to put something back into their sport or their community. Auxiliaries come from all walks of life, and perform a variety of duties. Many are organised into rescue teams under the command of a regular coastguard, a sector officer, who also supervises their training. These teams are on permanent stand-by to respond to cliff incidents, or, in flatter parts of the country, mud and quicksand victims. Coastguard teams in areas where mud is a particularly serious hazard, like Walney Island in Lancashire, Eastney in the Solent, and parts of Essex, are now acknowledged specialists and usually design their own rescue equipment to suit their special conditions.

Auxiliaries are also on call to assist coastal searches, staff the coastguard lookouts at times of special risk or at the forecast of bad weather, and provide back-up for regular staff in rescue centre watchkeeping. In addition there are thousands of reporting officers and auxiliaries afloat who are the eyes and ears of the service, prepared to keep alert to the possibility of an incident, and if necessary, provide some extra assistance.

Ultimately, of course, everybody on our coasts is an auxiliary coastguard, in that they can all spot an incident and make a 999 call to report it. They can also help by using their common sense when going to the coast, especially with children. Many readers of *THE LIFEBOAT*, I'm sure, pop into the local lifeboat station when they are on the holiday and chat about local problems and incidents. Why not pop in and chat to

the coastguard as well, especially if you are thinking of going on the water? The coastguard will know the local conditions, tides, currents and off-shore winds where visitors won't.

Words of advice

What sort of advice would a coastguard give? In general terms use your common sense and plan ahead. Check local conditions and the weather forecasts before going out in a dinghy or on a sailboard, or taking that walk along the beach or cliff-path. It is amazing how many people will joke about the unpredictability of the English weather, and then forget all about it when they set foot in a boat. Weather forecasters may not be infallible, but at least give them a chance. Other factors like an incoming tide are far more predictable, and you need not be stranded if you plan ahead.

If you are going out in a boat, don't be a jumbly and sail in a sieve. Make sure that it is a well-found craft that is properly equipped for the voyage you have in mind, and that you can handle it, even in an emergency. Fit a multi-channel VHF transceiver, and make sure you know how to use it properly. There is no time to read the instructions in an emergency. Having got one, don't clog up the airways with social niceties, and arrangements to meet in the pub. Waffle waste's time, and cluttered VHF channels can lead to a distress call being missed. So learn good radio discipline, and that goes for Citizen Band users as well. Incidentally, CB should not be regarded as a substitute for VHF. Tell the

local coastguard what you are up to, before you set out. Tell him where you are making for, and provide an estimated time for your return. You can only be thought overdue if someone was expecting you. Again valuable time can be saved. It is also helpful to let them know if you change your plans. You may be snug in a different berth, when the coastguard thinks you are overdue. Join the yacht and boat safety scheme as well, which will mean your basic details are on file, and will again speed up the process by letting people know what they are looking for. Report anybody who seems to be in trouble. Don't be afraid of making a nuisance of yourself. Make the call, and let the experts check it out.

If you are going afloat make sure that you have the right safety equipment, and know how to use it. There should be life-jackets for everyone on board, for example. On smaller craft in calm inshore waters other buoyancy aids may be enough. Flares should be carried, and an eye kept on the date, they don't last forever. Keep them stowed in the dry and keep different types stowed separately to avoid confusion in the dark. Make sure that you have the correct charts and tide tables, and again, know how to read them. Don't rely on an AA book or a guide to beautiful Britain.

Coastguard advice is not just aimed at yachtsmen of course. Canoeists, sea-anglers, divers, water-skiers and the rapidly growing army of board sailors, can all benefit from a chat to a coastguard about the safety arrangements most suitable for their particular sport. For land-lubbers, check those cliff-paths and tides before walking.

In an article like this I can only scratch the surface of coastguard advice and work but there is an extensive range of literature available on all aspects of sea-safety; booklets, leaflets, posters, all available from Coastguard stations or the Department of Transport's information division at 2 Marsham St, London SW1. Readers of *THE LIFEBOAT* will also find the new film *Seawatch* of interest, available on loan on 16 mm and all video formats from the Central Film Library, Chalfont Grove, Gerrards Cross, Bucks 9 (telephone Gerrards Cross 4111). Readers who live on the coast can arrange a showing through their local coastguard. We also welcome new readers of *Coastguard* magazine, a quarterly available on request from Marsham St.

The coastguard service is acutely aware of the problems of getting their message to the inland 'navies', and all the thousands of people who go to the coast once or twice a year, and are at a greater risk than people who know the sea and respect it. I hope that this brief introduction helps to get the coastguard message across to them before their next holiday, and perhaps, the next time they meet a coastguard, they won't ask him about smuggling.

Coastguard Maritime Rescue Centres





CEREMONIES



HMS Kedleston and other escorts accompany City of Edinburgh up the Forth.

photograph by courtesy of The Scotsman

Handing over of City of Edinburgh

SUPPORT FOR THE Edinburgh lifeboat appeal has been forthcoming from every sector of the communities of both Edinburgh and Fraserburgh: commerce, industry, the professions, charitable trusts, worthy bodies, sporting and social clubs, school groups and individuals have all responded to the initial generous contributions of £50,000 from City of Edinburgh District Council and £25,000 from the Theodore Salvesen Memorial Trust.

Tuesday November 19, 1985

With the cost of the 47ft Tyne class lifeboat safely secured, all associated with the appeal eagerly awaited the arrival of *City of Edinburgh* for her handing over ceremony in Scotland's capital. First she rendezvoused in the Forth with the Royal Navy minesweeper HMS *Kedleston*, the Royal Forth Yacht Club's committee boat, Queensferry's Atlantic 21 and associated Forth Ports Authority craft and was escorted to the lock gates of Leith docks, arriving at 3.00 pm. The small

flotilla was overflowed by an RAF air sea rescue helicopter carrying representatives of the media who recorded the occasion. At 3.00 pm the Lord Provost of Edinburgh, former Lord Provost Tom Morgan, the appeal chairman, and Andrew Cubie, appeal secretary, greeted the divisional inspector, Scotland, north, John Unwin and welcomed the coxswain and crew at the lock. *City of Edinburgh* then arrived at her berth where a welcoming party had gathered which included people from Fraserburgh, the lifeboat's future station.

Wednesday November 20

Parties of schoolchildren and representatives of seven schools which had supported the appeal were shown over the lifeboat during the morning and in the afternoon a steady stream of public visitors arrived for a view of *City of Edinburgh*.

Thursday November 21

At midday a piper from the Lothian and Borders Police Pipe Band, which had provided music for the gathering of

some 200 guests, led the platform party into the Passenger Reception Hall, Leith Docks, for the handing over ceremony. The Lord Provost officially handed over the boat and a city plaque to the Duke of Atholl, chairman of the RNLI, who responded by presenting a framed vellum of thanks to the city.

Mr Jack Provan, chairman of Fraserburgh lifeboat station most eloquently and fittingly acknowledged the success of the appeal and a short religious service led by the Moderator of the Edinburgh Presbytery followed. Mr Andrew Cubie rounded off the occasion by extending a special vote of thanks on behalf of the appeal committee and the RNLI to all who had helped with the ceremony. This included the Forth Ports Authority for their substantial support, the Lothian and Borders Police for their participation, the Sea Cadets and Rotary Club who attended to arriving guests, the Northern Lighthouse Board for the provision of their facilities and hospitality on board their vessel *mv Pharos*, Scottish and Newcastle Breweries and Crawfords for refreshments, the Royal Navy and, finally, the Salvation Army band who provided music during the buffet lunch which followed.—K.T.



Left: villagers and guests from all over Cumbria attending the service of dedication of the new St Bees 17ft 6in C class inflatable lifeboat on Saturday October 26, 1985. The lifeboat was paid for out of the bequest of the late Mrs Peggy Patria Clowes in her memory and that of her husband Frank. The lifeboat was officially handed over by David Jones, regional organiser, north west, to Captain Leon Goldwater, honorary secretary of St Bees lifeboat station, and was blessed by the Reverend Philip Bryan, vicar of St Bees.

photograph by courtesy of Cumbrian Newspapers Ltd



The naming and blessing of Manchester and District No 32, the new Atlantic 21 rigid inflatable lifeboat to be stationed at Appledore. The ceremony took place on Friday February 7, 1986, in Manchester and the photograph shows (l) Mr Tom Booth, chairman of the Manchester Executive Committee and (r) Mr Trevor Thomas who was Lord Mayor of Manchester and president of the appeal which funded the lifeboat.
photograph by courtesy of Manchester Evening News



RNLI director, Rear Admiral W. J. Graham (l), with Mr Roger Smith, deputy chairman of Tricentrol PLC after the official handing over by the oil company of their gift of a new 16ft D class inflatable lifeboat for use in the relief fleet. The ceremony took place at the RNLI depot, Poole, on Tuesday January 14, 1986, and the service of dedication which followed was conducted by the Reverend Canon John Potter, Rector of Poole.

Letters...

Double crossed

It is worth remembering that not every plan for raising funds through sponsorship, however well laid, ends in success. The following is a letter sent to Andrew Young, regional organiser, south west, by two disappointed (but prudent) windsurfers after an unconventional and luckless attempt to ship back Beaujolais Nouveau to Britain last November:—

It occurred to me today that possibly no one had let you know the details of our aborted tandem windsurfer crossing of the English Channel. Despite spending the week prior to the proposed crossing spying out possible launch and landing spots on both sides of the channel and despite smoothing the way through all the red tape of Customs, Harbour Authorities, Immigration and the Coastguard, we were let down in the end by the weather.

On Tuesday November 19, two days before the Beaujolais was due to be released, we left Dover for France in appalling conditions, snow, ice and a force 6 north-easterly. The ferry crossing was in the dark but it did highlight another problem, the lack of wind under the lee shore of the Pas de Calais. If this wind persisted, which it did, it would mean setting off in almost nil wind conditions and smooth waters which gradually would build necessitating several sail changes – a dangerous situation in mid-channel.

Nevertheless, we set the ball in motion and two of the team set off by car for Macon to collect the Beaujolais



Collection of mayors

A report in the spring 1985 issue of the journal about ex-mayors and mayoresses partaking in collecting on lifeboat day in St Albans some 50 years ago gave rise to the committee of this branch deciding to revive the custom. Letters were sent to a number of ex-mayors and the current mayor. We had a marvellous response when 14 of them turned out and each gave

Nouveau. At 11.00 pm on the Wednesday night in appalling conditions they hit black ice on the motorway and wrote off their vehicle as well as our press coverage, the BBC, in the following car.

Even without the wine, we would still have gone but for the terrible cold. We knew that if we fell in a few times and became tired we would soon be suffering from hypothermia with little possibility of revival. The captain of our 140 HP rigid inflatable support boat rightly refused to back any move to give it a go after experiencing the conditions on the previous day in a trial outing.

We always realised that there was only a 50/50 chance of doing it and perhaps we may dream up another venture to support the RNLI. We would like to extend our thanks to you

at least an hour of their time helping us to reach a record collection for the week of £3,360.84. I enclose a photograph, taken by The Herts Advertiser, of the mayors and mayoresses together with our chairman Mr Roy Woodward (on the right) and a member of our committee, Mr Alan Edmunds, dressed in lifeboat uniform.—
MRS B. H. MARRINER, Honorary Secretary, St Albans and District branch.

and your organisation for all your help and backing. — TONY BARTHO AND STEPHEN COOMBS, Clifton, Bristol.

Back tracking

In the winter 1985/86 number of THE LIFEBOAT a photograph shows a lifeboat on its carriage with a team of horses. One of my earliest memories is a similar boat at Llandudno in 1908 (dateable by family tradition as I broke my collarbone jumping off the jetty not to be beaten by my older sister. I was born in September 1904). This Llandudno boat's carriage had a considerable number of wide shoes bolted loosely through the rims of the wheel to prevent them sinking into the sand. An earlier form of the tank track used in the 1914-18 War?—REUBEN REYNOLDS, West Mersea, Essex.

RNLI NEWS

PEOPLE AND PLACES

New Year Honours

Among the awards in the New Year Honours list were:

BEM

David W. Evans, coxswain of New Quay (Dyfed) lifeboat. Coxswain Evans joined the lifeboat crew in 1958, was bowman from 1962 to 1964, second coxswain until 1965 when he was appointed coxswain. He was awarded a bronze medal in 1966 and the long service badge in 1962.

John Jack, coxswain of Broughty Ferry lifeboat. Coxswain Jack has previously served as reserve mechanic from 1958 to 1960, motor mechanic from 1960 until 1973 when he was appointed coxswain. He was awarded the long service badge in 1982.

Peter Mitchell, coxswain/mechanic of The Lizard/Cadgwith lifeboat. Coxswain Mitchell was reserve mechanic from 1952 to 1957 when he became mechanic at the now closed Lizard lifeboat station. He was appointed mechanic at the newly-opened Lizard/Cadgwith station in 1961, a position he held until 1976 when he was made coxswain/mechanic. Coxswain Mitchell was awarded the bronze medal in 1984 and the long service badge in 1982.



RNLI lottery

Since 1979 Chelsea Pensioner Company Sergeant Major Albert Spurdin has been a regular, and colourful, visitor to the RNLI's stand at the London Boat Show persuading the public to put money into his collecting box. In 1985 Bert broke his own record by collecting well over £1,000 during the 12 days of the show. By way of a thank you he was invited to make the draw for the 32nd national lottery on Friday January 31. Also present at the draw was Councillor and Mrs Edward Trevor of Lewisham who between them sold nearly 20,000 lottery tickets at the show during the evenings and weekends.

The prize winners were:

£2,000: E. Lawrenson, Esq, Wigan, Lancashire.

£500: Mrs G. Hodges, Walmer, Kent.

£250: Mrs L. MacLennan, Bromley, Kent.

£100: M. Tovell, Esq, London W4; R. A. Dolbear, Esq, Dorchester, Dorset; Jennifer Daly, Ealing, London; D. W. Kemp, Esq, Swindon, Wiltshire; J. Evans, Esq, Sittingbourne, Kent; Mr Stride, Redlynch, Near Salisbury, Wiltshire; Mr P. Wade, Osterley, West London.

£50: Edward Wright, Esq, London, SW8; Sara Cutress, Hove, East Sussex; Mr and Mrs K. Whiteway, Chadwell Heath, Essex; Mr and Mrs R. C. Bray, Christchurch, Dorset; R. Holyoake, Esq, Portslade, Sussex; Mr and Mrs M. Key, Peckham, London SE15; A. G. Hooper, Esq, Kilcote, Gloucestershire; B. J. Matheron, Esq, Aldershot, Hampshire; Michael H. Hall, Esq, Walsall, West Midlands; F. L. Rushton, Esq, Bartley Green, Birmingham.

The draw for the 33rd national lottery will be held on Wednesday April 30, 1986 at Poole head office.

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:

Angle

Coxswain G. C. W. Edwards

Appledore

Coxswain/Mechanic D. W. Cox

Shore Helper R. H. Cann

Shore Helper P. W. Ford

Eyemouth

Coxswain J. Aitchison

Crew Member J. Walker

OBITUARIES

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

December, 1985

Coxswain William Crowley, who joined the Fenit, Co Kerry, lifeboat crew in 1928. He was bowman from 1936 to 1938, second coxswain from 1938 to 1942 and from 1945 to 1947 when he became coxswain, a position he held until the station closed in 1969.

Frederick John Davis who was flag day organiser Mill Hill and Edgware for over 10 years.

Dr Phyllis Lunn, who was president of Warminster branch for 12 years. Dr Lunn's family provided the ex-Shoreham lifeboat *Rosa Woodd* and Phyllis Lunn.

Dr Muriel McLean, a founder member of Croydon branch (set up in 1960) and an active committee member. At the age of 87 Dr McLean was still organising the branch's flag week and indeed stood on the streets collecting money herself.

January, 1986

Captain J. B. Leworthy who joined the Committee of Management in 1974

and was elected a vice-president in 1983. He was a member of the executive, establishment, finance and investment committees and had recently taken over as chairman of the fund raising committee. He also served earlier on the communications and navaid sub-committee.

Coxswain James Adam who joined the Stromness lifeboat crew in 1946 and became coxswain in 1953, a position he held until 1963.

Miss Dorothy Capes, who served as honorary secretary for Lewisham branch from 1940 to 1973 when she retired due to ill health. Miss Capes was awarded a silver badge in 1958 and a gold badge in 1970.

Commander H. F. P. Grenfell, DSC JP, a member of the Committee of Management from 1948. Commander Grenfell was made a vice-president of the Institution in 1961 and a life vice-president in 1974. He also served on the boat and construction sub-committee.

Mrs Anne M. Jacobs of Gourock branch. Mrs Jacobs became branch vice-president in 1942 and was made president in 1951. She was awarded a gold badge in 1964 and was made an honorary life governor in 1977.

Arthur Moore, who had been chairman of Cuffley branch since 1974. Mr Moore was awarded the RNLI's silver badge in 1985.

Motor Mechanic Edward A. Slaughter who served in the Flamborough lifeboat crew for over 30 years, becoming part-time mechanic in 1935 before becoming the lifeboat's full-time mechanic in 1953, a position he held until 1969. Mr Slaughter was awarded a bronze medal in 1951.

February, 1986

William F. G. Lord, OBE, BL, who was secretary and treasurer of Edinburgh branch from 1950 to 1964 and then secretary until 1976. Mr Lord became vice-chairman of the Executive Committee of the Scottish Lifeboat Council in 1966, a position he held until 1985. From 1971 to 1979 Mr Lord served on the RNLI's committee of management and from 1975 to 1980 he was one of two vice-conveners of the Scottish Lifeboat Council. He was awarded the silver badge in 1962 and made an honorary life governor in 1981.

Coxswain George Scott who was coxswain of Workington lifeboat from 1948 until his retirement in 1967.

Howth
Crew Member J. Sugrue

Mallaig
Second Coxswain J. Henderson

Margate
Assistant Mechanic J. P. O'Toole

Newcastle
Shore Helper M. McClelland

Porthcawl
Crew Member V. G. Davies
Crew Member D. A. Edwards
Crew Member L. Knipe
Crew Member J. Lock
Crew Member A. Owen
Shore Helper E. J. John

Redcar
Crew Member J. W. Puckrin
Crew Member T. W. Wilberforce

St Peter Port
Coxswain P. N. Bougourd

Teesmouth
Second Coxswain P. R. Race
Crew Member J. D. Race

Walton and Frinton
Shore Helper J. M. S. Fletcher

Whitby
Coxswain/Mechanic P. N. Thomson

On Station

The following lifeboats have taken up station duties:

Donaghadee: 52ft Arun class lifeboat ON 1107 (52-33), *City of Belfast*, December 7, 1985.

St Davids: 48ft 6in Oakley class lifeboat ON 990 (48-03), *Ruby and Arthur Reed*, December 10, 1985.

Cromer: 47ft Tyne class lifeboat ON 1097 (47-006), *Ruby and Arthur Reed II*, December 16, 1985.

Galway Bay: 48ft 6in Solent class lifeboat ON 1011 (48-008), *R. Hope Roberts*, December 18, 1985.

Teesmouth: 47ft Tyne class lifeboat ON 1110 (47-008), *Phil Mead*, January 22.

Workington: 47ft Watson class lifeboat ON 940, *Pentland (Civil Service No 31)*, February 21.

Arklow: 44ft Waveney class lifeboat ON 1006 (44-007), *Connel Elizabeth Cargill*, March 7.

To catch a spy

Mrs A. Richmond from Eastbourne and her husband, while staying in Penzance, noticed a fine antique chest inside the entrance to their hotel. Unable to resist the temptation, they lifted the heavy lid. Inside was a collecting box and a notice saying: "Nosey, pay 10p for your curiosity. All the money collected goes to our brave lifeboat crew."

LONDON BOAT SHOW 1986

The London International Boat Show at Earls Court last January proved very successful for the RNLI and all the volunteers who helped to man the stand. The main exhibit, at first glance unusual for a boat show, was a tractor, or more accurately a Talus MBH, the newest design of waterproof tractor used for launching and recovering lifeboats. Lifeboat crew members from Dungeness, Hoylake, Rhyl and Skegness, where the tractor is already in use were on hand to answer questions from a fascinated public who were, as ever, also drawn to the attractive range of RNLI souvenirs and gifts offered for sale. Both souvenirs and Shoreline showed record receipts with 930 new Shoreline members recruited.



Vice-Admiral Sir Peter Compston, a vice-president of the RNLI, receives the final instalment in the Royal Fleet Auxiliary's £140,000 appeal towards the provision of a new lifeboat, RFA Sir Galahad, from the RFA's former Chief Marine Superintendent, Captain Gordon Butterworth.



Tommy Nolan, a regular helper at the RNLI stand, does his best to accommodate a customer's needs at the souvenir counter.



Raymond Baxter (3rd from l) presented the RNLI's public relations awards at this year's show to (l to r): Colin Watson for photographic work for the RNLI; John Mills of Formula One Films for his voluntary work in producing the film *In Danger's Hour*; Peter Rowell and Julian Krause of BBC Radio Newcastle for organising a special charity phone-in which raised £11,000; Bidy Baxter, editor, and Lewis Bronze, a producer of the BBC's *Blue Peter* whose Lifesaver Appeal produced five new lifeboats for the RNLI. Makers of the film *Lifeboats to the Rescue*, Martin Carter and Trevor Evans, also received awards but could not attend the presentation.



Robin Knox-Johnston (r), the yachtsman and a member of the RNLI's committee of management, had a bet with Don Wood (l) on who would be first to Lowestoft in the Round Britain and Ireland Yacht Race. The stake was 20 pairs of boots for lifeboatmen; Robin Knox-Johnston won the bet and the two yachtsmen are seen here at the Boat Show handing the boots over to Lt Cdr Brian Miles, deputy director of the RNLI.

Books...

● Storms brought devastation to Margate during the winter of 1978, destroying its pier and wrecking the lifeboat station. However, as a result of the research which followed to replace the lost service boards of Margate's lifeboats, station honorary secretary Alan Wear was able to gather material for a 24 page booklet which commemorates **The First 125 Years**, from 1860-1985. It's an ill wind that blows nobody any good, as the saying goes. . . .

Beginning with a report in the *Kentish Gazette* of April 1860 of the RNLI's decision to establish a station at Margate, Alan Wear goes on to describe the lifeboats, their crews and some of the notable rescues they have carried out. Almost all of the 24 pages are illustrated with black and white photographs. Of historical interest is the station's link with the Civil Service Post Office and British Telecom Lifeboat Fund, the biggest single supporter of the RNLI, which has so far provided no fewer than 40 lifeboats. Margate received the very first of these in 1898, and another four subsequently.

Margate lifeboat played an important part in the second world war, notably in taking 600 British servicemen off the beaches of Dunkirk. Also during the war the lifeboat rescued Richard Hillary, a descendant of Sir William Hillary, the RNLI's founder, when the aircraft he was piloting was shot down.

The First 125 Years is published by Margate station branch and sold in aid of station funds. Copies cost £1.00 at Margate lifeboat station and £1.30, including post and packing, from Mr A. Wear, BA, 7 Friendly Close, Cliftonville, Margate CT9 3LL.—H.D.

● Frank Kilroy, whose article appears on page 299 of this issue, has undertaken a great deal of research in connection with the centenary of the *Mexico* disaster and his work is now available in an 80-page illustrated book. Mr Kilroy goes into considerable detail in covering the circumstances leading up to the wreck of the *Mexico*, the actions of the three lifeboats from Southport, St Annes and Lytham and the aftermath of the disaster in which 27 lifeboatmen died. The most lasting effect was the Lancashire businessman Sir Charles Macara's founding of Lifeboat Saturdays, the first ever charity street collections. Macara's biographer said "*He brought charity into the streets and the streets into charity*", but he was later to argue with the RNLI about the organisation of collections, probably, as Mr Kilroy suggests, because of his desire for sole management of his brain-child. Macara's other great achievement was to raise a fund for the widows and

orphans of the disaster, and Mr Kilroy chronicles the poverty of many of the families involved. One crewman who was lost had only eaten a bowl of gruel all day, preferring to use his meagre resources to look after his family.

The story of the *Mexico* is one of great courage and sacrifice and this full account, illustrated, with fascinating photographs, is available at £1.95 (£2.40 including post and packing) from Frank Kilroy, 35 Ripon Road, Ansdell, Lytham St Annes, Lancs.—R.K.

● **The Lifeline—A history of the Aberdeen lifeboats 1925-1985** has been written by the present coxswain, Norman Trewren, and is available from him at PO Box 191, Aberdeen AB9 8XZ, price £9.95, plus £2.05 postage and packing. It is a large soft-backed book which recounts the outstanding rescues of the Aberdeen lifeboats since the RNLI took over the station in 1925. The accounts are vividly illustrated with black and white photographs of the crews, wrecks and occasionally the actual rescues. Services vary from the "inland" rescues at Waterside Farm in 1937 and Mill Inn in 1951 to the famous *Netta Croan* chase of 1974 and the British Airways helicopter of 1980. The narrative clearly describes the terror and tragedy of some of the rescues and this extract from the account of the service to the trawler *Roslin* in 1937 is a good example:

"By now it was around 2.00 am and the Roslin could be seen lying some 200 to 300 yards south of the river's mouth. She was a terrible sight as she lay in the surf, almost submerged by now and swept from end to end by every passing sea. In the glare of their searchlight the lifeboat's crew were horrified to see men clinging to the foremast rigging and it was also noticed that the upper part of the wreck's wheelhouse had disappeared.

"Despite the urgency of the situation, conditions were such that it took a long half-hour before Coxswain Sinclair was able to bring the lifeboat close enough for a line to be thrown to the survivors in the rigging. No less than six times he ran in, and on each occasion was contemptuously thrown aside by the huge breaking seas. During one approach the lifeboat's forefoot was thrown above the level of the trawler's bulwarks and then smashed down to cause considerable damage forward. At last a line was grasped by one of the soaked survivors and he immediately attempted to tie it around one of his shipmates who seemed to be in a poor state. The man lost his grip before the line could be secured and without a sound he dropped heavily on to the deck below. A moment later a huge sea crashed on board and when it had gone there was no trace of him . . ."

A meeting with a submarine during the last war, foreign service with the RAF in the Azores by *George and Elizabeth Gow* the No 2 (surf) lifeboat, dissatisfaction with the open wheelhouse of *Hilton Briggs* and hundreds of other fascinating facts and stories fill the 160 pages. An appendix containing a full record of services by Aberdeen

lifeboats and the station's lifesaving apparatus completes the book.

The Lifeline is a must for all lifeboat enthusiasts and a treat for those who enjoy reading about the amazing feats of lifeboatmen and their boats. The publication costs of the first edition have been generously borne by Shell UK Exploration and Protection, so that all proceeds may go directly to the RNLI.—G.P.

● **Tales of Watchet Harbour (The Somerset Port of a Thousand Years)** by W. H. (Ben) Norman costs £3.90 (plus 60p postage and packing) and is available from the author at Lynn Cottage, Mill Lane, Watchet, Somerset TA23 0AR. Its intriguing 160 pages trace the development of a very old Somerset seaport. Stories of Watchet's fine fleet of sailing ships and tales of fishermen, lifeboatmen, smugglers and harbour-side characters are well illustrated by photographs and amusing drawings. Viking raids in 914 AD, the capture of a ship by a troop of horsemen during the Civil War in the early 1600s, smuggling in the 1800s, the storm disaster of 1900, the unfortunate boatman who painted his boat with war surplus paint—the same paint that was used on bombing targets—are but a few of the topics covered in this book.

A chapter is also devoted to the Watchet lifeboats, their rescues and the successful fight to prevent closure of the station in 1900, including the actual letter written to the RNLI which changed the Institution's mind. Local songs, traditions and folklore are also recorded in this fascinating book.—G.P.

● There are many problems that the skipper of a small craft has to face in a commercial harbour, particularly in a world where ports are changing from the use of lights and shapes to control traffic to systems based on VHF radiotelephony. Bernard Hayman's **Harbour Seamanship** (Pergamon Press, £15.00 hard cover, £9.50 flexicover) has recently been published to iron out some of these problems. He gives valuable advice on the seamanship required by yachtsmen in confined waters and also concentrates on how the modern systems of controlling traffic by radio will effect small craft. The book contains a free 'Coast and Port Radio' supplement, giving all available data on radio regulations used by all harbours in the U.K. and from Brest to the River Elbe on the Continent.

● **The International Register of Historic Ships**, by Norman J. Brouwer, recently published in association with the World Ship Trust, (£18, plus £2.50 postage and packing from: Anthony Nelson Ltd, PO Box 9, Oswestry SY11 1BY) contains 400 photographs and includes information on over 700 historic ships.

The Renault 5 Shoreline Drive

Turn to the inside back cover for details of the exciting competition in which you can win a brand new Renault 5. Anyone can enter, all you have to do is find a new Shoreline member – there must be someone you know who would like to join. They will get a Vinta 370 sailboard if yours is the winning entry. **If you think you can join up more than just one new member, write to the Shoreline office at RNLI HQ for some extra competition forms.**

Paris pedal

Robin Deakin from Walsall made a 717-mile sponsored cycle ride from his home town to Paris. It was mainly in aid of the Birmingham Children's Hospital and he was accompanied on the trip by one of the hospital's doctors. They raised £7,000 and Robin, who is a Shoreline member, not wanting the RNLI to miss out, donated £1,000 of the money to Aberystwyth lifeboat station.

Mug's game

Channel 4's popular *Treasure Hunt* programme has spread to radio. Shoreline member Lynda Finn earned £17 for the RNLI when, from the studio, she directed a Radio Cornwall treasure hunter to Falmouth, out on a small boat to an old fortification and finally to a buoy beneath which a Radio Cornwall mug was 'buried'. Unfortunately some divers had got there first and taken the trophy! But great fun was had by all, nonetheless.



RNLB Shoreline has been on station at Arbroath for just over three years, having previously served at Blyth. This 37ft 6in Rother class lifeboat was paid for from funds raised by Shoreline members in 1977/78 and, since her arrival at Arbroath, has been on sixteen services. Call-outs have included standing by boats returning to harbour in bad weather, people missing at sea and boats blown aground in storms.

A long line of almost unbroken cliffs run some fourteen miles north east of Arbroath to Montrose, while the Tay estuary, with its mixture of sandy beaches, reefs and banks, runs to the south and west. During the spring and autumn a D class inflatable lifeboat is kept on station to reach the more inaccessible caves and inlets which are popular with visitors and local egg collectors. R.A.F. Leuchars' Wessex SAR helicopters exercise regularly with both lifeboats and the station is visited by Dutch and Icelandic lifeboatmen attending sea rescue and survival courses at Robert Gordon's Institute of Technology base at Arbroath.

photograph by courtesy of J. A. Ogilvie DA

Shoreline

Insignia available (to Shoreline members only)

Description	Quant.	Price	Total
A 5" Dinghy Bugee		£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



Royal National
Lifeboat
Institution

OPEN DAYS

FRIDAY JULY 25th
&
SATURDAY JULY 26th
1986 10AM-6PM

RNLI Headquarters, West Quay Rd, Poole.

- ★ Come on board the lifeboats and meet the crews.
- ★ Demonstration launchings and exercises.
- ★ Equipment displays.
- ★ See the Operations Room and Workshops.
- ★ Film and Audio Visual presentations.
- ★ Refreshments and entertainment for all the family.



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PRESS OFFICE: 0202 671133 EXT. 239

THE LIFEBOAT SERVICE—Past and Present

125 Years Ago

The following item was first published in THE LIFEBOAT of January, 1861.

VALUE OF BAROMETRICAL INDICATION.

ON the occasion of the hurricane which swept the island of St. Kilda, in the Hebrides, on the 3rd Oct. last, and inflicted such distressing loss on its poor inhabitants, the following were the indications of a Kew Verified Barometer, on board her Majesty's steamer *Porcupine*, then off the island, as reported by her commander, Captain OTTER, R.N. The rapid and regular fall of the mercury to the extent of $1\frac{1}{2}$ inch between 8 A.M. on the 2nd of October and 3.26 A.M. on the 3rd, at which latter time the hurricane began, and its then rapid rise of nearly an inch, are interesting verifications of the certainty by which coming weather is indicated by this valuable instrument, which is at this moment deservedly attracting so much public attention:—

	Inches.
Oct. 2. 8.0 A.M., 30.32	
8.0 P.M., 29.75	
8.15 P.M., 29.70 wind S.	
8.45 P.M., 29.62 S.S.W.	
10.30 P.M., 29.34 S.S.W.	
11.0 P.M., 29.26 S.S.W.	
11.45 P.M., 29.22 S.W.	
Oct. 3. 0.15 A.M., 29.16 S.W. heavy squalls.	
0.45 A.M., 29.10 S.W. heavy squalls.	
2.0 A.M., 28.96 S.W. heavy squalls.	
2.40 A.M., 28.87 S.W. nearly calm.	
3.20 A.M., 28.87 S.W. westerly.	
3.26 N.W. hurricane began.	
5.30 A.M., 29.52 N., N.N.W. pale	
6.10 A.M., 29.65 N.N.W.	
7.15 A.M., 29.55 N., nearly calm.	
Noon 29.87 N.W. by N.	
2.30 P.M., 29.87	

Admiral CATOR recently reported to the NATIONAL LIFE-BOAT INSTITUTION, that while in Cullercoats, near Shields, in the beginning of October last, the fishermen of that place had expressed to him their gratitude for the barometer which the Duke of NORTHUMBERLAND, President of the Institution, had presented to them. A fearful gale from the westward had about that time somewhat suddenly sprung up. The fishermen were preparing to go to sea. Some of them observed the fall of the barometer; while others disputed its utility and value, and even treated it with derision. The majority of the fishermen, however, decided that they would not go to sea while

the barometer was falling, although it was quite fine at the time. A few hours afterwards a terrific gale of wind from off the land came on, when they expressed their firm conviction that every one of them would probably have perished had they gone to sea, as most assuredly they would have gone, in the absence of the barometer.

... and subsequently published in the April 1861 issue . . .

Barometer.—The Committee have taken steps to provide the life-boat stations of the Institution, wherever desirable, with standard Barometers, properly fitted up, and the daily indications of which will be registered on a chart or diagram by the side of the instrument. It seems probable that, with such powers placed in their hands, the calamities now endured by our fishermen and coasters may, in many instances, be avoided. A good Barometer in a public situation may warn them in time what weather to expect; and they may thus be frequently able to avoid exposing themselves

to the terrible consequences of storms, so often at present proving fatal to them. The Committee have received much valuable assistance from Rear-Admiral FRIZ-ROY, F.R.S., and JAMES GLAISHER, Esq., F.R.S., of the Royal Observatory, Greenwich, in carrying out this important undertaking. Mr. GLAISHER kindly verifies, by the Greenwich standard, each Barometer supplied to the Institution, which greatly enhances the value of the instrument, and makes it the standard of the neighbourhood in which it is situated.

Today's Lifeboatmen



Coxswain William Lennon of Donaghadee. William Lennon joined the lifeboat crew in 1956 and became second coxswain in 1981 before being appointed coxswain in 1983. He was awarded the long service badge in 1982. A fisherman by trade, Coxswain Lennon has, among his crew, his son John and daughter Ruth, one of only two female lifeboat crew members on lifeboats over 10 metres. Margaret, William's wife, is the daughter of John Trimble who was coxswain at Donaghadee from 1960 to 1967, having joined the crew in 1949. Although he claims to have led 'a rather dull life', William Lennon does admit to having been Ulster Sea Angling champion and has done some yacht racing.

Facts and Figures

In 1985 the RNLI's lifeboats launched 3,832 times (an average of ten times each day) and saved 1,637 lives (an average of over 4 people rescued each day).

Over 46 per cent of all services carried out by lifeboats in 1985 were in winds of force 5 or above.

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

Sixty-one per cent of all services were to pleasure craft.

There are 257 lifeboats on station and a further 92 in the RNLI relief fleet.

113,446 lives have been saved since 1824, when the RNLI was founded.

The net cost of running the RNLI in 1986 will be over £23 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



The start of last year's Sheffield Marathon which raised, mainly through the sponsorship of individual runners, a remarkable £24,000 for the RNLI. It is an annual event with some 6,000 entrants and Sheffield branch, together with the ladies' guild and Shoreline club, ensure that the RNLI is the beneficiary by giving invaluable support to the race organisers. They help process thousands of entry and sponsorship forms, issue runner numbers, provide catering, man the race HQ and the information and lost property tents. They are now working on the 1986 race, again in aid of the RNLI. It is to be held on Sunday June 15—anyone wanting to enter should ring Sheffield branch on 0742 23229.

Air support

During a weekend in October BBC Radio Newcastle ran a lifesaver appeal to raise money for the lifeboat service. Listeners rang in to pledge money or to offer items for a charity auction, and many organisations, including **Newcastle ladies' guild**, organised fund raising events. **Lemington branch** chairman, Mrs Dorothy Glover, held a cheese and wine evening to raise money for the appeal. The evening made £132. Invaluable publicity for the RNLI was transmitted over the airwaves during the weekend drumming up new support for the Institution and over £11,000 in donations.

Musical evenings

Talented young musicians from the London Borough of Barnet provided an evening of excellent entertainment for an audience packed into a local sixth form college. The Barnet Schools' Brass Ensemble, Symphony and Wind Orchestras played pieces by Rachmaninoff, Haydn, Fauré, Rimsky-Korsakov and Grainger. Solos were played by Andrew Adigun (piano), Susannah Martin (flugel horn) and Martin Kennedy (euphonium). In a closing speech Barnet's general adviser for music, Mr Maxwell-Pryce, said that as the musicians had all played on music cruises in the Baltic, Atlantic and Mediterranean they appreciated the dangers faced by seafarers and were glad to help the RNLI, which they did in great style by raising £380 for **Hendon and Mill Hill branch**.

Not all successful fund raising events need to be organised well in advance. At very short notice **Southbourne branch** put together an evening of music sung by girl students from Yale Univer-

sity, USA, who were visiting the town in June last year. The Whim'n Rhythm Choir for 1985 were touring the country having raised the money to pay for their stay themselves. They performed a varied repertoire to an audience which included the Mayor and Mayoress of Bournemouth, Councillor Rob Wotton and Councillor Mrs Bessie Bicknell. (The choir had never sung for a mayor before.) The evening was compèred by Chris Kelly from the local Two Counties Radio station. In spite of being hurriedly organised the concert made £100 for the RNLI.

Endurance rewarded

To walk 600 miles along the south west coast path, from Somerset to Dorset via Lands End carrying camping gear is an arduous enough feat, but when it rains every day of the trip except one, the difficulty is increased. Four pupils, two aged 16 and two 15, from Churchers College, Petersfield, made the 600-mile walk during last year's disappointing summer. Daniel Copple, Colin Olden, Kevin Simmonds and Christopher Berryman decided to make the trip and carried it out entirely on their own initiative. They slept under canvas every night and the constant rain made the going very difficult and dangerous in places where the path passed close to the cliff edge. All the hardship and effort was well worthwhile as it brought in £1,158 in sponsorship.

Food poisoning, 'flu, extremely cold nights and lots of blisters failed to deter Nigel Perrin (19) and James Davison (18) from completing a 900-mile walk from John O'Groats to Lands End. The two men started their mammoth journey in September at Victoria Station,

London, making the journey north by coach and train. Then they set off, walking south, equipped with strong walking boots and camping gear. During part of the walk the nights were so cold that they had to stay in bed and breakfast homes, more often than not having the rooms provided free of charge by generous proprietors. James suffered from 'flu and sometimes found it difficult to keep walking their average of 17 miles a day. Nigel got food poisoning and both had masses of blisters on their feet. Their trek took 52 days to complete, with rain and storms adding to the problems. Their extreme



Mary Taylor of Padstow is a prolific fund raiser. During the financial year ending September 1985 she raised a magnificent £1,250—all the more remarkable when you find out that she makes all the items she sells herself. Throughout the summer months 'Lifeboat Mary', as she is known in Padstow, runs a stall in the town selling her soft toys, embroidered handkerchiefs, jumpers and, as the picture shows, delicious cakes.

£

THE FUND RAISERS



Members of the Midlands area branch of the British Caravanners Club elect a different charity each year to benefit from its bottle fund. In 1985 the RNLI was chosen and members donated £173; included in this amount was £73.80 raised by club member Trevor Bloxham who cycled 240 miles in 12 hours (above, at the start of his ride); needless to say he was not towing a caravan! Coventry ladies' lifeboat guild supplied souvenirs which were sold during the year at weekend rallies. This accounted for a further £557.80.

perseverance was well rewarded by their sponsors with, so far, well over £3,000 going to **Pangbourne and District branch**.

Hitting the bottle

Not by over indulging but actually by hitting it with a coin. Members of the Ship Inn Cork Club spent an evening trying to be the person whose ten pence piece landed nearest to a large bottle placed on the floor. The eventual winner was presented with a bottle of spirits as his prize. The competition was the idea of landlord of the Ship Inn, Jim Marriott, and made £33.80 for **Hitchin branch**. The branch themselves made a splendid £510.12 at a punch, pie and carol evening in December, their last fund raising event of 1985. Mr and Mrs John Perkins kindly allowed the branch to use their renovated tithe barn for the evening, where home made hot punch and mince pies were served. In addition, over £200 was raised by a raffle during the evening, all the tickets being sold by Miss Julie McKeand.

Bearing the costs

The new **Aith** lifeboat *Snolda* now has a very large and rather expensive mascot, a giant teddy bear called Charlie. Scalloway Boating Club member Charlie Johnson won the bear in a club raffle and promptly put him up for auction in aid of Aith lifeboat appeal. Fellow club members Ivor Anderson and Alan Ridland paid £510 for Charlie, who was presented, along with their cheque, to



the station when boat club members travelled to Aith Social Club. Charlie the bear is now residing in Clarke's shop in Aith until his permanent home, which will double as crew rooms, is built!

Twenty-four crews from guide and scout groups in Northampton took part in a rowing relay along the River Nene from Northampton to Peterborough, a distance of 60.3 miles, with 22 locks to negotiate. The first crew (above) were sent on their way at 5 pm on October 11, seen off by the Mayor of Northampton. The various crews rowed through the night, finally reaching their destination at 4.07 pm the next day, where they were greeted by the Mayor of Peterborough. A competition to estimate the time taken for the row made £254 for the RNLI.

photograph by courtesy of Northampton Mercury

Licensees' support

Members of the North Somerset and South Avon Ladies Auxiliary League of the Licensed Trade have been raising money for **Weston-super-Mare lifeboat station** throughout the past year. At a special ceremony just before Christmas a cheque for £200 was presented to Geoffrey Flint, chairman of Weston branch, by Geoff Collins of Matthew Clark & Sons, who is president of the Auxiliary.

Rounder bout

While most people were taking things easy on Boxing Day last year, regulars of the Travellers' Call pub at Great Moor, nr Stockport, Cheshire, were involved in something much more active. Somebodies Squaws were locked in battle against Bob's Braves in a game of baseball/rounders. Over £200 was raised from the game. Publican Bob Smith, an RNLI life governor, has been raising money for the Institution for over 10 years, during which time he and his customers have collected over £2,500.

Christmas present

Progress has caught up even with Father Christmas; when he arrived at **Buckie** he wasn't in his traditional reindeer sleigh but in a Sea King helicopter from RAF Lossiemouth. He was met by local guild president Mrs Irene Davidson and Mrs Janice Roy, a guild member. Father Christmas was then given a whistle-stop tour of the town by hotelier Mr Cammie Hendry in his horse and cart before arriving at the Fishermen's Hall where he installed himself in a suitably decorated grotto, waiting to hear what local children wanted for Christmas. The rest of the



The fourth annual concert organised by Worcester ladies guild had, as star attraction, top television and recording personality Iris Williams. Miss Williams agreed to sing in the concert after making a BBC series aboard the liner Canberra, where she met Captain Mike Bradford, whose wife is a member of the guild. She appeared on the condition that her services were given for the good of the lifeboat cause. Joining Miss Williams in the concert were Miss Rhian Morris, Alan Taylor, trumpeter Andrew Stone Fewings and the Hereford Police Choir. During the evening, which netted £1,687, a raffle took place with a first prize of a woollen rug with the RNLI symbol as its pattern (materials were donated by Readicut and the rug made by local supporter Mr Dunkley).

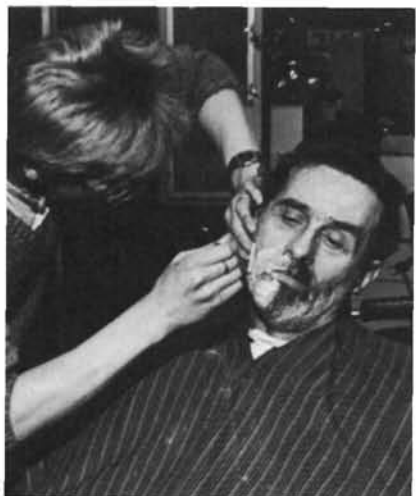
Hall was a winter wonderland with sales stalls festively adorned. Seasonal music was played through the loud speakers and teas served to eager shoppers. During the afternoon £680 was raised, over £280 more than the previous year.

Bright sunshine outside and much festive spirit inside ensured that **Salcombe and Hope Cove guild's** 1985 Christmas fair was a great success. Souvenir and gift stalls, miniature Christmas cakes and delicious home-made sweets produced a brisk trade. Hampers bulging with delectable goodies were among the raffle prizes, and Father



Over 100 horses and riders took part in a sponsored ride organised by the Wimborne and District Riding Club. The ride was over a 15-mile course starting from the ancient monument of Badbury Rings. Each rider to complete the course was presented with a special rosette. The riders ranged in age from 68 down to 8 years. Stuart Lane, centre, was the youngest participant on his pony Humphrey and is seen receiving his rosette from Mrs Ann Blake, one of the event organisers. The ride, which was completed by all but one of the riders, raised £1,535.

photograph by courtesy of Kevin Allison



Coventry businessman Harold Smart's beard has been a double fund raiser for the Institution. First of all he grew it, under the sponsorship of members of Coventry Rotary Club, during a three-week voyage from Lymington to Port Grenau, in the south of France. Mr Smart kept his whiskers until just before Christmas when he visited Jacksons the hairdressers where he announced he just wanted the starboard side of his face shaved. For seven days he showed two different sides to the world before becoming clean shaven once more. The original target of raising £100 was eventually doubled.

Christmas kept the younger visitors happy. Nearly 500 people went to the fair which brought in over £2,000.

Sell out

England cricketer Graham Gooch, a five-course dinner and the knowledge that money was being raised for the RNLI, proved irresistible to Saffron Walden businessmen and their ladies. Within days of announcing the dinner, Jill and Chris Oliver, who run the tiny Crown pub at Little Saffron, had to call a halt to applications for tickets; 42 had been sold instead of the expected 28 and

yet more tickets would have been sold had there been more room. Graham Gooch donated a signed cricket bat and an Essex team photograph for the auction and for the ladies there was a raffle for silk and perfume. At the end of a highly enjoyable evening £899 had been raised, three times the anticipated result.

Open for business

John Connell, coxswain of Amble lifeboat, performed one of the more unusual services of his lifeboating career when he opened a new Walter Wilson's supermarket in the town. A donation of £100 was made to the branch funds to mark the event and the previous evening the lifeboat crew were invited to a reception. Mrs Connell, chairman of the local **Amble and Warkworth ladies' guild** said the store's opening was 'another way of recognising the RNLI and strengthening the village commitment in support of the lifeboat station'.

Long hop

Forty aching feet maybe, but also £350 in sponsorship was the result of a sponsored country dance in aid of **St Andrews branch**. Twenty students danced the day away to period music from 9.30 am to 6.00 pm in the evening to achieve their lucrative goal.

Ongoing profit situation . . . oops!

During an RYA Coach/Examiner course at Cowes last year students were fined 20 pence by course instructor John Driscoll each time they mis-used the word 'situation' in either written or spoken form. (He has an understandable aversion to its over-abundance in today's parlance.) Such was the regularity of its use, or mis-use, that Mr Driscoll was able



Mick Elstub (l) and Charlie Martin (r), raised £500 for Flamborough lifeboat station by cycling from Doncaster to Flamborough, a distance of about 65 miles. While at the station Mick and Charlie met up with another fund raiser, Featherstone miner Paul Gingell, who raised £121 by having his head shaved and then allowing people to use his bald head as a notepad! In the background are Flamborough honorary secretary George Bayes (l) and committee member John Shepley (r).

to send £10.40 in fines to RNLI headquarters when the course was over.

Full houses

During a lifeboat evening at The Swan at Great Bourton, near Banbury, in November last year, **Banbury branch** chairman, David Gittins, showed the film *Storm Force Ten*. Other entertainment was provided by the Witney folk singers Robbie Robinson and Shane. Despite dreadful weather a large number of people attended the evening which had been organised by the landlord and his wife, Malcolm and Gill Crosbie. By the end of the evening £65 had been made.

The Red House pub in Tonbridge, Kent, was the scene of a lively lifeboat evening and auction in November organised by licensee Bob Salisbury. The auction was conducted by Dave Morrison and among the items on offer was a print of Dover lifeboat, the original of which had been presented to the Queen Mother at the lifeboat's naming ceremony. The evening made a splendid £200.04.

Ralph and Laraine Brown, licensees of the Simonside Arms Inn, South Shields, were presented with an RNLI plaque in recognition of their fund raising efforts. In just 12 months £1,020 was collected from customers, £320 of which was sponsorship earned by their daughter Georgia who ran in the Great North Run. Mr and Mrs Brown have since moved to the Turks Head, South Shields, which has a magnificent view of

the River Tyne, and the Tynemouth lifeboat is moored nearby. Any supporters visiting the area are guaranteed a warm reception.

Party time

In 1985 Durham Amateur Rowing Club organised a party to raise funds for **Durham City ladies' guild**. Guests enjoyed a barbecue in the club marquee followed by a 2-mile trip in a river launch, kindly loaned by Browns Boat-house Ltd, to see Durham Cathedral bathed in evening light. This was followed by a disco in the clubhouse provided by Quasar disco. The party was a great success and made £147 for the guild.

A surprise was in store for Syd Gillingham, retiring deputy regional organiser for the south east, when he attended a cheese and wine party organised by **Woodham and New Haw branch**. Unbeknown to Syd, they had, together with **Chertsey, Addleston and Ottershaw branch** and **West Byfleet branch**, bought him a retirement present of a whisky decanter and a set of glasses. During the evening the film *Making of a Crew* was shown. This well organised evening made £300 in addition to the £120 worth of souvenirs sold.

Widespread supporters

Aberystwyth lifeboat station has been the fortunate recipient of a number of cheques for money raised in many different ways; the Morfa Bychan caravan park has provided the lifeboat with a number of customers over the years and has now started raising money to say thank you. Residents Margaret Windsor and Mary Tamms have organised various special events which raised £300, and a harvest home brought in a further £245 when produce was auctioned.

And now for the knock-on effect: some years ago after a well-meaning person had called out the lifeboat on what turned out to be a false alarm, the 'casualty's' family, the Talbots from

Penkridge, organised a jumble sale to pay for the fuel used by the lifeboat while she was out at sea; it raised £40.01½. The jumble sale became an annual event in Penkridge and it caught the eye of a band of ladies known as the Goodies who raise money for a number of charities. They invited Mrs Talbot to sell Christmas cards and souvenirs at some of their events. In 1985 the Goodies included Aberystwyth lifeboat station in their list of charities and handed over a cheque for £300.

Ship to shore

To ease the boredom while their ship was being re-fitted, a team from **HMS Alderney** challenged **HMS Soberton** to a fancy dress five-a-side football marathon. After a close match the team from **HMS Alderney** won 100 to 97 and raised £218 in sponsorship which was forwarded, appropriately enough, to **Alderney branch**.

Model fund raisers

Visitors to Exmouth in the summer are guaranteed to find something to attract their attention every Thursday and Saturday evening, for that is when members of the local model boat club have their club nights. The club, which is affiliated to **Exmouth and Budleigh Salterton guild**, sail their boats and scale models on a small sea-front pool next to the lifeboat house from 7 pm until dark. This affiliation to the guild means that the RNLI receives £1 per membership and the guild also benefits from any money received at fêtes, school displays and other events. In November 1985 the club helped the guild raise £430.32 at Exmouth Community College open day by putting on a display in the school swimming pool.

Waterproof

The bravery of branch workers is unlimited. Despite continuous rain during the Romsey Show last September the ladies of **Romsey branch** would not stop selling souvenirs. Instead of

packing up and going home they donned oilskins, sou'westers and large smiles and gamely took everything the weather could throw at them. By the end of the show they had sold £186.22 of souvenirs, £210.25 of draw tickets and received £9.34 in donations.

Young traders

Acting on their own initiative Hannah and Simon Gibbs (aged 8 and 12 respectively) and their friend Stephanie Gordon (8), collected things from their friends to sell and then set up a stall in their garden. Having kept them occupied for several days, Hannah and Simon were able to hand £17.14 to their grandfather, Mr R. A. Pain, treasurer of **Dover branch**.

Six young friends from Verwood in Dorset decided they wanted to raise money to buy a lifeboat, so Ben and Tom Roscorla, Martin and Peter King and Stewart and Emma Cole got together some of their unwanted old toys, sold them and made £4.89 from the deal.

Knees up

Eighteen London Pearly Kings and Queens attended a Cockney style evening at Thorngate Hall, Gosport, last October. The event was organised by **Gosport branch** and during the evening the Pearlies entertained guests with songs, dances, comedy and music, and helped to sell raffle tickets too. At the end of a very enjoyable evening £326 had been raised.

Crafty idea

Fine arts and crafts were on display in an exhibition organised by **Lowestoft guild** in the town's Gunton Hall in October 1985. The event, which began the guild's 25th anniversary year, was well supported by local craftsmen who demonstrated their skills and were generous in giving their time and donations. Over 800 people visited the exhibition and a very creditable £2,500 was made.



Geronimo! Regular customers of the Queen o'towd Thatch pub in South Milford made a sponsored parachute jump to raise money for Castletford ladies guild. A cheque for £906.50 was later handed over to Brian Stevenson, regional organiser, north east, (2nd left) with members of the parachute team and Mrs Winifred Waring (2nd right), secretary of Castletford guild, looking on.

photograph by courtesy of Yorkshire Weekly Newspaper Group



A magnificent model of a galleon, made by Mr G. Ritchie of Whitehills, Banffshire, was the star prize in a raffle run during a coffee morning organised by the local ladies guild. The raffle raised £405 and here Mr Ritchie draws the winning ticket.

photograph by courtesy of Andrew G. Taylor

Family traditions

Fifty years ago, after a visit to Southend and Clacton, Mrs Edith Cowlshaw began to raise money for the RNLI in the tiny village of Brookville in Norfolk. When Mrs Cowlshaw died in 1966 her son Ivor took over her fund raising mantle, becoming chairman of **Methwold, Hythe and Brookville branch**. He is now heading towards the family's golden jubilee of fund raising for the Institution, and recently handed over a cheque for £1,000.

Ladies of **Kelso** have also been raising money for the Institution for half a century and held a celebration dinner at the Ednam House Hotel in November. A toast to the Kelso guild was proposed by Barbara Laing, area organiser for Scotland. Principal speaker for the evening was Douglas Landells, vice-president of **North Berwick** lifeboat station. The event was a purely celebratory affair but the ladies could also celebrate the fact that they raised £1,186 in 1985, over £200 up on the previous year.

High jump

Beverley Foote, Lisa Smaldon, Sue Clark and Tina Daymond all have two things in common; they all work in the Torquay branch of Dingles department store and they have all made a sponsored parachute jump in aid of **Torbay** lifeboat station. The four girls overcame their nervousness to make a successful jump from 2,500 feet at Dunkerswell last July, raising £250, a rate of 10 pence per foot!

Visiting friends

Commandant Vonla McBride, a member of the Committee of Management and also chairman of **Lewisham branch**, paid a special visit in November 1985 to the south east headquarters of the London Ambulance Service in Bromley. She went along to receive a

cheque for £327, the proceeds of a dinner dance organised by the ambulance station's sports and social club. Commandant McBride was also able to thank Mr George Healy, divisional ambulance officer, for making available an ambulance during a sponsored walk in Ladywell Fields, Lewisham, last October which itself raised over £2,000. During a tour of the station Commandant McBride met ambulanceman Keith Mulford who will be running in the 1986 London Marathon under sponsorship for the RNLI.

Travelling sales

Following a very generous gift of a caravan from Mr Paddy O'Donovan, president of Winchcombe and Bishops Cleeve Lions Club, and other members of the club, souvenir sales of **Cheltenham branch** soared to over £3,600 in 1985. The caravan, which was renovated by branch members Frank Austin, Neville Horne, Mike Chandler and Bob Coles, was stationed in one of the town's pedestrian precincts during the four Saturdays before Christmas and over £800 of souvenirs were sold.

The ladies of **St David's guild** are also reaping the benefits of a generous caravan donor. Mr David Rees converted the caravan himself for souvenir sales before donating it to the guild. With their extra mobility and storage space the ladies have been able to sell their wares at many more local shows and events. As a result they sold well over £3,000 of souvenirs, which in turn brought the total the guild handed over to St David's lifeboat station to £8,900, the highest amount ever.

Newcastle upon Seine?

After Beaujolais Nouveau we have Nouveau Broon, a spoof race taking specially labelled bottles of Nouveau Broon (brewed by Newcastle Breweries Ltd) to Paris. Fifteen Round Table

clubs in the north east took part in the race; one of them, Tynemouth Round Table, collected £340 for the Institution in sponsorship and prize money. They were given £100 by the brewery for being the fourth fastest team to reach Paris with their crate of beer. The money was donated to **Tynemouth** lifeboat station.

Undeterred

Two disabled stalwarts from Coventry canoed 50 miles to raise money for **Coventry branch**. Carl Oakley, who has only one leg, and Philip Morris, who has only one arm, completed the paddle and collected £270 in sponsorship money.

Glad rags to riches

The Shakespeare Centre in historic Stratford-upon-Avon was the venue for a fashion show organised by **Stratford ladies' guild**. Day and evening wear was provided by Marjorie of Stratford and Wellesbourne. While showing the clothes to the capacity audience, models also demonstrated how to relax on furniture kindly lent by Spadesbourne Designer Upholstery of Henley-in-Arden, and Burman Antiques of Stratford. Antique jewellery was lent for the show by Jean A. Bateman. This model evening's fund raising made £734.

Art versus oar power

Two very diverse events, with one aim in mind, made **Falmouth branch** £4,135 the richer in 1985. The first, a gentle affair, was a concert by the Duchy Quartet at the home of Mrs P. A. Cohen at Portscatho. It was an inaugural concert for which the quartet waived their normal fee, and the music, played in a home which overlooks the sea in a very special setting, made the event, which raised £135, an occasion to remember. In total contrast, the Cornwall Federation of Young Farmers



How well do you know your onions? During Hyde branch's Christmas fair held at the town hall one of the attractions was to 'guess the weight of the onions'. Home-made cakes and preserves, crafts, plants, good-as-new items and RNLI souvenirs were on sale at the fair and while morning visitors were also invited to guess the name of a teddy bear, visitors in the afternoon had to name a doll. Throughout the day a tombola was in operation and light refreshments were available. The sum of £1,200 was raised, an increase of £200 on the previous year.

photograph by courtesy of Reporter Group of Newspapers



Just browsing: North Cotswold branch ran a souvenir stall at the Moreton in Marsh agricultural show in September 1985. The show is one of the largest one-day shows in the country and the organisers very kindly donated a prime spot for their stall. Helping on the stall as the sheep passed by was committee member Diana Evans with young helpers Simon Germaine and Charles Sampson. During the day souvenir sales and donations amounted to £396, helping the branch to raise over £3,416 during the year.

decided that some of their members should travel to their annual conference in Bournemouth by some unusual conveyance. A gig was chosen and it was rowed from Cawsand Bay to the south coast resort, requiring considerable physical endurance to combat fatigue and some seasickness. Having successfully made the trip the young farmers milked £4,000 from their friends in sponsorship money.

Bright idea

Over 5,000 coloured lights decorated Canvey Island's Corner Club last Christmas and, to make them earn their keep, club proprietors Bill and Peter Davenport made members guess the exact number used in a competition aimed at raising money for the RNLI. The satisfactory result was £250 towards **Canvey Island branch** whose members made a further £50 selling souvenirs and home-made marmalade at the club.

Office party

The staff of Oracle Teletext Ltd, ITV's television information service, did a service to the RNLI at their Christmas party last year. They ran a raffle and sent the proceeds, a cheque for £100, to lifeboat headquarters.

Round the clock

The Catherine Wheel pub at Drayton St Leonard has some very enthusiastic regulars and two very good darts teams. Under the direction of licensee Peter Tyler and his wife Ann, the customers have won for the pub a shield for having the most profitable collecting box in the **Wheatley and District branch** area. The two darts teams, for their part, organised a 12-hour darts marathon, clocking up 263,681 in points and £320 in sponsorship.

Quick start

Having been inactive for some years, the re-formed **Norton (Stockton) ladies' guild** soon began fund raising after their first meeting; they had to as the flag day had already been allocated for the town and, in the event, over £367 was collected. The following week a coffee morning was held in the home of guild secretary Mrs V. M. Sale. A cake stall, RNLI souvenirs and a raffle were organised and £253.20 was raised during the morning. In only the first 12 days of the new guild's existence £620.63 had been made.

Reliable sources

For the last 10 years a summer cocktail party has been held at Sheet House, home of Major General Sir Humphry and Lady Tollemache, in Petersfield. The parties, held to raise funds for the local branch have brought in an average of £1,000 a year; a total of £10,000 has therefore been made since they began in 1976. The **Petersfield branch** was the recipient of money raised during another annual local

event, the Great Butser Run, a walk or run to the local high point, Butser Hill. The run raises money for a different charity each year, 1985 being the RNLI's turn to benefit, and benefit the branch did, to the tune of £2,820.

To raise £1,000 in its first year and increase that amount by an extra £1,000 every following year was the target set for **Moseley branch** by its founder, Jim Mead. The branch recently celebrated its 10th anniversary and could also celebrate the fact that the target had been met; in the last ten years £55,214 has been raised by some extremely active branch workers.

Sale branch had a very successful fund raising year in 1984/85; two 'at home' evenings held at the homes of the branch president and chairman made £200 and £235 respectively. Collections during flag week raised £765 and a lifeboat shop made £308 in just one week. An arrangement with the local Tesco store brought in a further £581 while a collection at the ASTMS building netted £100.

For many years the Farnworth and District Reform Club have had an RNLI collecting box on their premises, but donations have increased so much that they now have two, and in three years club members have given nearly £100 to **Farnworth and Kearsley branch**.

Although their town has few obvious links with the sea, in the last two years over £10,000 has been sent to RNLI headquarters by **Uttoxeter ladies' guild**. In 1985 a summer supper party raised £650; a day of valuations by Christies the auctioneers and a race night each made nearly £1,000 and the boys of a local prep school donated £1,400, the proceeds of a sponsored swim. Other fund raising events organised by the ladies guild include luncheon parties, nearly new shops and floral demonstrations.

Helmsman Alan Clarke from **Hunstan-**

ton lifeboat station was guest of honour at a Christmas coffee morning organised by Mrs Douglas Clark and committee members of the local ladies' guild last November. In only an hour and a half, £1,378 had been raised. At the guild's AGM in December it was reported that 1984/85 had seen a turnover of £14,000.

Gravesend ladies' guild was £800 better off after a supper dance organised by the Cherry family. Mr Vic Cherry and his family have been running the annual dances in aid of the RNLI for the past 12 years.

The RNLI in Scotland has a very generous friend in the oil company Conoco (UK) Ltd. For the seventh time the company has made annual donations to three Scottish branches; in 1985 these were at **Aberdeen, Dundee and Shetland**. All three received £1,000 as, in the words of George Watkins, director and general manager of northern operations at Conoco 'recognition of the RNLI's outstanding and valuable service in Scotland'.

The Cambridge Footlights, first step to stardom for many of today's great comedians, gave a show at the Theatre Royal, Nottingham, in July 1985. The show is a regular event organised by **Nottingham and District branch** entertainments committee; it is very profitable too, and raised over £2,500 for the RNLI last year. Sunday July 6 is the date for the 1986 show, to be held once again at the Theatre Royal.

During the financial year ending September 1985, **Bournemouth ladies' guild** raised over £8,000 which included two £1,000 donations from the Ellen Cooper-Dean Charitable Foundation. The guild's president, the Marchioness of Salisbury was present at the annual bridge afternoon in December which raised £638. A further cheque for £1,000 was also received from the Cooper-Dean Foundation during the afternoon.



Cecil Miller, an artist living near Woodford, Essex, drew a series of five Christmas cards to be sold to raise funds for Woodford and Wanstead branch. The cards were printed and donated to the branch by Thomas Holland Printers of Huntingdon, and were sold at the branch's Christmas market held at the All Saints Church Hall, Woodford Green. At the market fancy goods, RNLI souvenirs, groceries, herbs, cakes and bric-a-brac were on sale and a total of £1,074 was raised. The card reproduced here is of Highams Park Lake.

Lifeboat Services August, September and October, 1985

Aberdeen, Aberdeenshire

54ft Arun: August 3, October 9 and 14

D class inflatable: October 9 and 14

Aberdovey, Gwynedd

Atlantic 21: August 4, 6, 18, 21 (twice), 26, 28, 29, September 21 and 30

Abersoch, Gwynedd

Atlantic 21: August 8 (twice), 19, 23, 24, 27 and September 7

Aberystwyth, Dyfed

C class inflatable: August 2, 18, 21, September 29 and October 23

Aith, Shetland

Relief 52ft Barnett: August 7

Aldeburgh, Suffolk

37ft 6in Rother: August 4, 10 and 28

D class inflatable: August 22 and 25

Alderney, Channel Islands

33ft Brede: August 2, 4 (twice), 7, 8, 10, 15, 21, 26 and 30

Amble, Northumberland

37ft 6in Rother: October 5

Angle, Dyfed

46ft 9in Watson: September 4

Appledore, North Devon

Relief 46ft 9in Watson: September 14, 29 and October 15

Atlantic 21: August 3, 10 (four times), 11, 13,

18 (twice), 24, 25, 29, September 10,

14 (three times), 26, 27, 29 (twice) and October 17

Arbroath, Angus

D class inflatable: September 1 and 23

Arklow, Co Wicklow

42ft Watson: August 7, 10 and 27

Arran (Lamlash), Buteshire

D class inflatable: August 1, 2, 3, 5, 20, September 6, 14 and October 16

Arranmore, Co Donegal

52ft Barnett: August 28, 29 and September 20

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

Atlantic 21: September 8 and 26

Ballycotton, Co Cork

52ft Arun: August 5

Baltimore, Co Cork

48ft 6in Oakley: August 2, 4, 9, 26, 27, September 29 and October 6

Bangor, Co Down

D class inflatable: August 3, 6 (twice), 26, 27, 31 (twice) and September 11

Barmouth, Gwynedd

37ft 6in Rother: September 7 and October 5

Barrow, Cumbria

46ft 9in Watson: August 16 and 30

D class inflatable: August 11, October 16 and 20

Barry Dock, South Glamorgan

52ft Arun: September 14, 21 and October 25

Beaumaris, Gwynedd

46ft 9in Watson: August 9, 27 and September 29

Atlantic 21: August 3 (twice), 28, 30, September 7,

29, October 9 (twice) and 10

Bembridge, Isle of Wight

48ft 6in Solent: August 3, 17 and 20

D class inflatable: August 14 and 19

Berwick-upon-Tweed, Northumberland

Atlantic 21: August 24 and September 17

Blackpool, Lancashire

D class inflatable: August 11 (twice), 16 (twice), September 7 (twice), October 13 (twice) and 21 (three times)

Borth, Dyfed

D class inflatable: August 18 and 29

Bridlington, Humberside

37ft Oakley: August 3, 11 (four times), 14 and September 26

D class inflatable: August 12, 25 (twice) and September 21

Brighton, East Sussex

Atlantic 21: August 4 (twice), 18, 30, September 29, October 13, 15, 16 and 26

Broughty Ferry (Dundee), Angus

Relief 52ft Arun: August 11 (twice), 30, September 2 and October 29

D class inflatable: August 11 and 19

Bude, Cornwall

D class inflatable: August 8, 11, 20, 26, 29 and September 24

Burnham-on-Crouch, Essex

D class inflatable: August 2 and 11

Burry Port, Dyfed

D class inflatable: August 25, September 1, 5 and October 13

Calshot, Hampshire

33ft Brede: August 3, 16, 19, 25, September 14 and 15

Campbeltown, Argyllshire

52ft Arun: August 1, 18, 20, September 15 and October 18

Cardigan, Dyfed

D class inflatable: August 6 and 19

Clacton-on-Sea, Essex

Atlantic 21: August 3, 24 (twice), 25, September 3 and 14

D class inflatable: August 6, 24 (twice), September 1, 5 and October 7

Clogher Head, Co Louth

37ft Oakley: August 24 (twice)

Clovelly, North Devon

70ft Clyde: August 5, September 1, 18 and 29

70ft Clyde's inflatable: August 20 and September 21

Conwy, Gwynedd

D class inflatable: August 19, September 28, October 4 and 14

Courtmacsherry Harbour, Co Cork

47ft Watson: August 2, 8 and September 3

Craster, Northumberland

D class inflatable: August 16

Criccieth, Gwynedd

C class inflatable: August 2 (twice), 30 and September 5

Cromer, Norfolk

Relief 46ft 9in Watson: August 14, 19, September 15, 28 and 29

D class inflatable: August 11 (six times), 15, 19 (twice), 22, September 15 and 29

Cullercoats, Tyne and Wear

C class inflatable: August 8, 27 (twice), 31 and October 6

Donaghadee, Co Down

44ft Waveney: August 13, 20, 26, 31 (twice),

September 11, 30 and October 13

Douglas, Isle of Man

46ft 9in Watson: August 17, October 22 and 27

Dover, Kent

Relief 52ft Arun: August 7, 25, 28 and September 3

50ft Thames: September 30, October 19, 20 and 22

Dungeness, Kent

37ft 6in Rother: August 10, 11, 22, 25 and September 29

Dun Laoghaire, Co Dublin

44ft Waveney: August 5 and 25

Dunmore East, Co Waterford

44ft Waveney: August 8

Eastbourne, East Sussex

37ft 6in Rother: August 2, 3, 4, 6 (twice), 10 (twice), 25, September 29 and October 23 (twice)

D class inflatable: August 2, 3, 4 (three times), 6 (twice), 10, 23, 26, September 1, 4, 15 (twice), 18,

21, 29, October 5 (twice), 7 (four times) and 14 (twice)

Exmouth, South Devon

33ft Brede: August 11 (twice)

Relief 33ft Brede: August 16, 31, September 14 and October 1

D class inflatable: August 5, 22, 31, September 14, 29 (three times) and October 20

Eyemouth, Berwickshire

44ft Waveney: August 3

Falmouth, Cornwall

Relief 52ft Arun: August 6, 11, 24 (twice), 25, September 7,

10, October 13, 19, 21 and 25

18ft 6in McLachlan: August 13 and October 6

Filey, North Yorkshire

37ft Oakley: August 3, 5, 11 (twice), 17 and October 18

D class inflatable: August 3, 4 (twice), 15, 17, 20 (twice), 24 and October 12

Fishguard, Dyfed

52ft Arun: August 4 and September 29

Flamborough, Humberside

37ft Oakley: August 1, 2, 3, 5 and 11

Fleetwood, Lancashire

44ft Waveney: September 29

D class inflatable: August 10 (twice)

Flint, Clwyd

D class inflatable: September 5

Fowey, Cornwall

Relief 33ft Brede: August 1

33ft Brede: August 8, 17 (twice), 23, 30, September 11 and 22

Fraserburgh, Aberdeenshire

48ft 6in Solent: August 17 and 30

Galway Bay, Co Galway

52ft Barnett: August 9, 11, 20, 24, September 8, 19, 23, October 24, 28 and 29

Girvan, Ayrshire

33ft Brede: August 1, 2, 29 and September 12

Great Yarmouth and Gorleston, Norfolk

44ft Waveney: August 8, 16, 29 (twice) and October 8

Atlantic 21: August 3, 4, 5, 6, 19 (twice), 21, 22, 28, 30, September 4, 12, 14 (twice), October 6, 10 and 19

Happisburgh, Norfolk

D class inflatable: August 15

Hartlepool, Cleveland

44ft Waveney: August 8

Atlantic 21: August 31, September 6 and 17

Harwich, Essex

Relief 44ft Waveney: August 7, 30 and September 18

Atlantic 21: August 4, 14, 19, 30, September 1, 19, October 4, 19 and 24

Hastings, East Sussex

37ft Oakley: August 10, September 17 and October 4

D class inflatable: August 27, 30, September 17, October 9, 13, 20, 23 and 24

Hayling Island, Hampshire

Atlantic 21: August 5 (three times), 17, 19, 24 (twice), 30, 31 (twice), September 2, 7,

14 (twice), 15 (twice) and October 6 (twice)

Helensburgh, Dunbartonshire

Atlantic 21: August 5, 7, 9 (three times), 19, 24 (twice), 25, 27, 31 (four times), September 10,

14 (twice), October 4 and 20 (twice)

Holyhead, Gwynedd

44ft Waveney: August 12, 17, 26, September 7 and 19

47ft Tyne: September 19, 30, October 2, 13 and 24

D class inflatable: August 6, 17, 18, September 8 (three times) and 19

Horton and Port Eynon, West Glamorgan

D class inflatable: August 3, 5, 6, 18, 22, 24, 25, September 7, 13 and 26

Howth, Co Dublin

D class inflatable: August 20 (three times) and 23

Hoylake, Merseyside

37ft 6in Rother: August 3, 11 (twice) and September 7

Humber, Humberside

Relief 52ft Arun: August 1, 11, 24, 28, 29, September 12, 16, 18, 26, 29, October 15 and 29

Hunstanton, Norfolk

Atlantic 21: August 2, 7, 14, 24, 25 (twice), September 21, October 6 and 23

Ilfracombe, North Devon

37ft Oakley: August 10 and 18

Invergordon, Ross-shire

Relief 33ft Brede: August 25 and September 19

Islay, Argyllshire

52ft Arun: August 5, 15, 18 and September 14

Kippford, Kirkcudbrightshire

D class inflatable: August 5 and September 1

Largs, Ayrshire

Atlantic 21: August 6, 7, 12, 17, 20, 24, 25, 27, 31 (four times), September 7, 14, 22 (twice) and 30 (twice)

Lerwick, Shetland

52ft Arun: September 7 and 11

Little and Broad Haven, Dyfed

D class inflatable: August 8, 28, 29, September 4, October 20, 27 and 31

Littlehampton, West Sussex

Atlantic 21: August 12, 13, September 4, 10, 29, October 13 and 20

Littlestone-on-Sea, Kent

Atlantic 21: August 6, 10, 11, 22, 25, September 19 and October 8

The Lizard-Cadgwith, Cornwall

48ft 6in Oakley: September 30 and October 19

Llandudno (Orme's Head), Gwynedd

D class inflatable: August 2, 8, 11, 18 (twice), 24, 30 (twice), September 7, 29, 30 and October 12

Lowestoft, Suffolk

47ft Watson: August 3 and 29

Lyme Regis, Dorset

Atlantic 21: August 13 (twice), 25, 27, 31 (twice), September 28, October 2 and 5

Lylington, Hampshire

Atlantic 21: August 4, 23, 25 (twice), September 1,

October 6 and 28

Lytham St Annes, Lancashire

47ft Watson: August 11 (three times)

Mablethorpe, Lincolnshire

D class inflatable: August 2, 11, 18, 21, 24, 27 (twice), September 26 (twice), 29 (three times),

October 6 and 20

Mallaig, Inverness-shire
 52ft Arun: August 20, 27, September 6 and 11

Margate, Kent
 37ft 6in Rother: August 23, September 13, October 11 and 19
D class inflatable: August 9, 20 (three times), 27, 30, September 13, 14, 21, 30 and October 6

Minehead, Somerset
Atlantic 21: August 1, 10, 18, 19, 27, 29 (twice), September 29 (twice) and October 11

Moelfre, Gwynedd
 37ft 6in Rother: August 26 and September 28
D class inflatable: August 3, 13, 14, 18 (twice), 20, 21 (twice), 22, 31 (twice) and September 7

Montrose, Angus
 48ft 6in Solent: October 11

Morecambe, Lancashire
D class inflatable: August 8, 20, 27, September 28 and October 12

Mudeford, Dorset
C class inflatable: August 2, 3, 5, 12 (twice), 16, 21, 23, September 4, 20, 22, 26, 27, October 7 and 17

The Mumbles, West Glamorgan
 47ft Tyne: August 2 (three times), September 21, October 2, 8 and 15
D class inflatable: August 7, 9, 19, 28, 30, September 5 (twice), 10, October 9, 12 and 20

Newbiggin, Northumberland
Atlantic 21: October 20

New Brighton, Merseyside
Atlantic 21: October 6

Newcastle, Co Down
 37ft Oakley: October 20

Newhaven, East Sussex
 Relief 44ft Waveney: August 1 (twice) and 26
 52ft Arun: August 9, 31, September 3, 14, 15 (twice), 21, October 4, 16, 19 and 27

Newquay, Cornwall
C class inflatable: August 2, 11, 26, 27, 29 (twice), September 15, 18, 25, 26, October 22 and 23

New Quay, Dyfed
 37ft Oakley: August 4, 19 and September 7
D class inflatable: August 27 (twice) and 28

North Berwick, East Lothian
D class inflatable: September 10

North Sunderland, Northumberland
 37ft Oakley: September 20

Oban, Argyllshire
 33ft Brede: August 7, 9, 10, 11, 12 (twice), 18, 27, 28, September 1 (twice), 2, 9, 14 (three times), 15, 21, 27 and October 9
 Relief 33ft Brede: October 14

Padstow, Cornwall
 47ft Tyne: August 2 (twice), 3, 13, 21, September 18 and 20

Peel, Isle of Man
Atlantic 21: August 9, 16 and September 24

Penarth, South Glamorgan
D class inflatable: August 4, 10, 29, September 13 and October 12

Penlee, Cornwall
 52ft Arun: August 20, September 12, October, 20, 24 and 28

Peterhead, Aberdeenshire
 48ft 6in Solent: October 11

Plymouth, South Devon
 44ft Waveney: August 7, 23 (twice), September 1, 29 and October 20

Poole, Dorset
 33ft Brede: August 8, 10, 11, 14, 17 (three times), 26, 31, September 12, 14, 15, 21, 29 (twice), October 20 and 27
 Boston Whaler: August 3 (four times), 4, 8, 10 (five times), 11 (four times), 12, 15 and 17 (twice)
D class inflatable: August 19, September 12, 14, 15, 29, October 13 and 23

Portaferry, Co Down
C class inflatable: August 2, 19, 31 (twice), September 2 and 29

Porthcawl, Mid Glamorgan
D class inflatable: August 5, October 15 and 29 (twice)

Porthdinllaen, Gwynedd
 47ft Watson: August 1, 8 and 12

Port Isaac, Cornwall
D class inflatable: August 21, 24, 25 and September 12

Portpatrick, Wigtownshire
 Relief 46ft 9in Watson: August 31 (twice)
 47ft Watson: October 28 (twice)

Portrush, Co Antrim
 52ft Arun: August 12, 14, 31, September 2, 28 and October 23

Portsmouth (Langstone Harbour), Hampshire
D class inflatable: August 4, 14, 25 and September 22 (twice)

Atlantic 21: August 11, 14, September 15 (twice) and October 6 (twice)

Port St Mary, Isle of Man
 54ft Arun: August 10, 14, 18 and 31

Queensferry, West Lothian
Atlantic 21: September 23

Ramsey, Isle of Man
 37ft Oakley: August 22 and October 31

Ramsgate, Kent
 44ft Waveney: August 2, September 8, 15, 21, 28 (six times) and October 11
D class inflatable: August 1, 11, 19, September 3, 15, 23, October 11 and 15

Redcar, Cleveland
 Relief 37ft Oakley: August 17
D class inflatable: August 17, 23, September 14, 29 and 30

Rhyl, Clwyd
 37ft Oakley: August 6
 Relief 37ft Oakley: September 5 and 8
D class inflatable: August 8, 13, 19, 27, 30, September 7 and 25

Rosslare Harbour, Co Wexford
 52ft Arun: August 10, 15, 26 and September 20

Rye Harbour, East Sussex
D class inflatable: August 1 and September 14

St Abbs, Berwickshire
C class inflatable: August 18

St Agnes, Cornwall
D class inflatable: August 19

St Bees, Cumbria
C class inflatable: August 29 and October 20

St Catherine, Channel Islands
C class inflatable: August 11, 16, 25, 26, September 5, 8, 9 and October 7
 Relief D class inflatable: October 13

St David's, Dyfed
 47ft Watson: August 28

St Helier, Channels Islands
 Relief 44ft Waveney: August 2, 9, 11, 14, 19, 25, September 8, 12 and 16
 44ft Waveney: October 7 (twice), 11 and 13

St Ives, Cornwall
 37ft Oakley: October 15 and 29
D class inflatable: August 1, 3, 6 (three times), 9 (twice), 11 (three times), 12 (twice), 14 (twice), 23, 24 (twice), 27 (twice), September 12, October 4, 5, 10 and 31

St Mary's, Isles of Scilly
 52ft Arun: August 27

St Peter Port, Channel Islands
 52ft Arun: August 9, 11, 20 and October 15

Salcombe, South Devon
 47ft Tyne: August 9 (twice), 11, 13, 17, October 6, 13 and 24

Scarborough, North Yorkshire
 37ft Oakley: August 3 and 20
D class inflatable: August 1, 3, 4, 12, 24 and October 13

Selsey, West Sussex
 47ft Tyne: August 2, 7 (twice), 8, 31, September 15, 29, October 10 and 17
D class inflatable: August 25, September 8 and 29 (twice)

Atlantic 21: September 3

Sennen Cove, Cornwall
 37ft 6in Rother: September 12 and October 24

Sheerness, Kent
 44ft Waveney: August 3, 6, 10, September 1 (three times), 6, 15, 21 (twice), 28 (twice), October 18 and 25
D class inflatable: August 3 (three times), 11, 14, 15, 16, 20, 31, September 1 (three times), 5, 6, 14, 17, 27, 28, October 6 (four times) and 18

Sheringham, Norfolk
 37ft Oakley: August 3 and September 15

Shoreham Harbour, West Sussex
 37ft 6in Rother: August 4 (twice), 12, 30 and September 11
D class inflatable: August 4, 12, 22, 30 and September 15

Silloth, Cumbria
Atlantic 21: September 29

Skegness, Lincolnshire
 37ft Oakley: September 26
D class inflatable: August 1, 4, 13, 21, 22, 25 (twice), 27, 29, September 10, 13 and October 27

Skerries, Co Dublin
D class inflatable: August 4 and September 28

Southend-on-Sea, Essex
Atlantic 21: August 3, 4 (twice), 10, 17 (twice), 25, 27, 31, September 1 (twice), 12 (twice), 14, 15, 28 (twice), October 6 and 20
D class inflatable: August 10, 11 (twice), 16, 31,

September 2, 3 (twice), 5 (twice), 18, 21 and October 9

Southwold, Suffolk
Atlantic 21: August 11 (twice), 15, 31, September 15 and October 5

Staithees and Runswick, North Yorkshire
Atlantic 21: August 2 and October 31

Stornoway (Lewis), Ross-shire
 52ft Arun: September 13, October 9, 10, 12 and 13

Stranraer, Wigtownshire
D class inflatable: August 23 (twice)

Sunderland, Tyne and Wear
 47ft Watson: August 2, September 16, October 17 and 19
D class inflatable: August 2 (twice), 3 (twice), 10, 19, 24 (twice), 26 (twice), September 6 and 26

Swanage, Dorset
 37ft 6in Rother: August 2, 3, 4, 19, September 13, 18, 19, 24, 29 and October 20

Tenby, Dyfed
 46ft 9in Watson: August 18, 30, September 16, 29, October 20 and 21
D class inflatable: August 1, 3 (twice), 5 (twice), 8, 11, 12, 18 (twice), 19 (twice), 24 (twice), 25 (twice), 26, 30, September 3, 7, 16, 30, October 20 (twice) and 21

Thurso, Caithness
 48ft 6in Solent: August 28 and October 13

Tighnabruaich, Argyllshire
D class inflatable: August 23, 25, September 1 (twice), 7 and October 25

Torbay, South Devon
 54ft Arun: August 5, 10 (three times), 11 (twice) and 25

Trearddur Bay, Gwynedd
D class inflatable: August 6, 24 and September 26

Troon, Ayrshire
 44ft Waveney: August 2, 23 and 30 (twice)

Tynemouth, Tyne and Wear
 52ft Arun: August 8, 27, September 8 and October 8
D class inflatable: August 22, 27 and October 2

Valentia, Co Kerry
 52ft Arun: August 4, 10, 21 and September 29

Walmer, Kent
 37ft 6in Rother: August 11
D class inflatable: August 2, 5, 10, 13, 31, September 1 and 22 (twice)

Walton and Frinton, Essex
 Relief 47ft Watson: August 2 and 3
 Relief 46ft 9in Watson: August 8, 11 (three times), 14, 25 (twice), 27, September 7, 12, 15, 22, 29 (twice), October 6, 20 and 24

Wells, Norfolk
D class inflatable: August 5

West Kirby, Merseyside
D class inflatable: August 11, 20 (three times), 22, 24, October 2 and 14

West Mersea, Essex
Atlantic 21: August 2, 6, 8, 11, 19, 20 (five times), 21, September 1 (twice), 5 (three times), 8, 14, 15, 16, 18 and October 7

Weston-super-Mare, Avon
Atlantic 21: August 18 (twice), 24, 25, September 21, 27 and October 13
D class inflatable: August 24, 30, September 8, 21, October 11 and 13

Weymouth, Dorset
 54ft Arun: August 3, 4, 8, 10, 11 (twice), 15 (twice), 31, September 12, 18 and October 1

Whitby, North Yorkshire
 44ft Waveney: August 25, 26, 31, September 2, 18, October 28 and 29
D class inflatable: August 27 and September 18

Whitstable, Kent
Atlantic 21: August 3, 9, 11 (twice), 13 (twice), 15, 18, 23, 24, 27, September 1, 2, 5, 14, 15, October 1, 6 and 13

Wick, Caithness
 Relief 52ft Barnett: October 1 and 6

Wicklow, Co Wicklow
 42ft Watson: August 4, 5, 6, 19, 20 and September 5

Withernsea, Humberside
D class inflatable: August 1, 4 and 11

Workington, Cumbria
 47ft Watson: August 13, 25 and September 29 (twice)

Yarmouth, Isle of Wight
 52ft Arun: August 7, 10 (three times), 13, 16 (twice), 19, 23 (twice), 24 (four times), 31, September 2, 21 and October 6

Youghal, Co Cork
Atlantic 21: August 11, September 16 and October 15

Awards

To Coxswains, Crews and Shore Helpers

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

Aldeburgh:

W. V. Burrell BEM; Coxswain 7 years, Second Coxswain 22 years, Bowman 1 year, Crew Member 12 years.
D. Reeve; Crew Member 19 years.
E. A. Strowger; Crew Member 23 years, Winchman 22 years.
D. Ward; Crew Member 12 years.

Amble:

A. Straker; Crew Member 29 years.

Arklow:

M. Fitzgerald; Assistant Motor Mechanic 30 years.

Bridlington:

A. Edwards; Crew Member 18 years.

Buckie:

R. J. Erskine; Assistant Motor Mechanic 4 years, Crew Member 7 years.
W. J. Burgess; Second Assistant Motor Mechanic 10 years, Crew Member 1 year.

Burnham-on-Crouch:

D. E. Aldridge; Crew Member* 13 years.

Burry Port:

V. Hand; Crew Member* 11 years.
L. Williams; Crew Member* 11½ years.

Calshot:

T. Cozens; Crew Member 15 years.

Campbeltown:

R. Scally; Second Coxswain 7 years, Shore Second Coxswain/Assistant Motor Mechanic 1 year, Crew Member 11 years.

Clacton-on-Sea:

R. D. Smith; Acting Second Coxswain 1 year, Crew Member 14 years.
E. C. Cobb; Motor Mechanic 8½ years, Assistant Motor Mechanic 1½ years, Crew member 20 years.
J. A. Lockyear; Crew Member 12½ years, Crew Member* 12½ years.

Cromer:

J. M. Lee; Crew Member 34 years.

Clogher Head:

J. Garvey; Motor Mechanic 20 years, Assistant Motor Mechanic 6 years, Bowman 1 year, Shore Helper 11 years.

Douglas:

R. A. Corran; Second Coxswain 8 years, Crew Member 29 years.

Filey:

T. R. Ingle; Second Assistant Motor Mechanic 1 year, Crew Member 10 years.

Great Yarmouth and Gorleston:

J. T. Bishop; Crew Member 13½ years, Crew Member* 13½ years.

Harwich:

D. Mudd; Crew Member 17 years.
A. Seaman; Crew Member 17 years.

Hoylake:

R. Dehany; Crew Member 24 years.

Kinghorn:

A. D. McAndrew; Crew Member* 20 years.
G. Tulloch; Crew Member* 17 years.

Lerwick:

A. Leask; Assistant Motor Mechanic 5½ years, Crew Member 9 years.

Little and Broad Haven:

J. M. Phillips; Crew Member* 16 years.

Llandudno:

J. Roberts; Shore Helper 3 years, Second Tractor Driver 11 years.

Lochinver:

N. Ross; Emergency Motor Mechanic 13½ years, Crew Member 3 years.

Lowestoft:

P. Gibbons; Coxswain 6 years, Second Coxswain 10 years, Crew Member 5 years.
W. J. Keith; Emergency Motor Mechanic 8 years, Assistant Mechanic 2 years, Second Assistant Mechanic 7 years, Crew Member 5 years, Shore Helper 2 years.

Lytham St Annes:

A. Broxup; Tractor Driver 24 years.

Mablethorpe:

G. S. Rogers; Crew Member* 10 years.

Mallaig:

D. McMinn; Coxswain 10 years, Second Coxswain 9 years, Motor Mechanic 10 years.

Newcastle:

J. Smith; Second Coxswain 3 years, Assistant Motor Mechanic 2½ years, Crew member 20 years.
M. McKibbin; Assistant Tractor Driver 11 years, Tractor Driver 18 years.

Newhaven:

J. H. Shinn; Crew Member 37 years.

Newquay (Cornwall):

J. Burt; Crew Member* 12 years.

New Quay (Dyfed):

L. A. Moller; Crew Member 26 years, Bowman 1 year.

Penlee:

E. Tregenza; Crew Member 36 years.

Peterhead:

J. Buchan; Coxswain/Motor Mechanic 6½ years, Motor Mechanic 4 years.

Poole:

G. H. Cheer; Crew Member 11 years.

Porthdinllaen:

H. Williams; Head Launcher 10 years.

Portpatrick:

J. Ritchie; Assistant Motor Mechanic 2 years, Second Assistant Motor Mechanic 5 years, Crew Member 12 years.

Port Isaac:

C. A. Key; Crew Member* 11 years.

Portrush:

W. F. N. Black; Second Coxswain 3¾ years, Crew Member 9 years.
J. R. E. Scott; Crew Member 10 years.

Port Talbot:

P. D. Jones; Crew Member* 16 years.

Ramsey:

L. W. Gawne; Coxswain 11 years, Crew Member 4 years, Shore Helper 1 year.

Redcar:

D. Buckworth; Coxswain 12 years, Second Coxswain 3 years.
J. A. Kirton; Shore Helper 19 years.

Rhyl:

S. Drummond; Crew Member 24 years.

Rye Harbour:

T. Broocks; Crew Member* 12 years.
T. Caister; Crew Member* 15½ years.
K. W. Downey; Crew Member* 17 years.

St Marys:

M. Lethbridge BEM; Coxswain 29 years, Second Coxswain 6 years, Bowman 3 years. *Silver medal 1967, Silver Second Service Clasp 1970, Silver Third Service Clasp 1977.*
W. H. Lethbridge; Assistant Motor Mechanic 20 years, Crew Member 18 years.

Scarborough:

P. Somers; Motor Mechanic 6¼ years, Second Coxswain/Motor Mechanic 3½ years.

Sheringham:

R. H. West BEM; Coxswain 21 years, Second Coxswain 11 years, Bowman 1 year, Crew Member 3 years.

Skegness:

K. J. Holland BEM; Coxswain/Motor Mechanic 17 years, Coxswain 3 years, Bowman 18 years.
J. B. Strzelecki; Assistant Motor Mechanic 20 years, Crew Member* 7 years, Shore Helper 12 years.

Southend-on-Sea:

C. A. R. Sedgwick; Crew Member 19 years, Crew Member* 19 years.

Southwold:

J. D. Barber; Crew Member* 12 years.

Stonehaven:

G. Craig; Crew Member* 11 years.
W. F. G. Emslie; Crew Member* 17 years.

Sunderland:

R. A. Leithes; Emergency Motor Mechanic 11 years, Crew Member 5 years.

Teesmouth:

B. Wilson; Emergency Motor Mechanic 3 years, Crew Member 11 years, Shore Helper 1 year.

Walmer:

G. V. Green; Crew Member 11 years.
G. D. M. Kirkaldie; Crew Member 10 years.

Walton and Frinton:

D. N. Halls; Crew Member 35½ years, Shore Helper 4 years.

Wells:

A. M. Cox; Assistant Motor Mechanic 24½ years, Crew Member 18 years.

West Mersea:

A. French; Crew Member* 19 years.

Weymouth:

V. J. Pitman; Coxswain 7 years, Second Coxswain 17 years, Crew Member 15 years. *Silver Medal 1976.*
E. L. Pavey; Crew Member 26 years.

Wick:

R. Sutherland; Crew Member 15 years.

Wicklow:

H. W. Jordan; Emergency Motor Mechanic 22 years, Crew Member 3 years.

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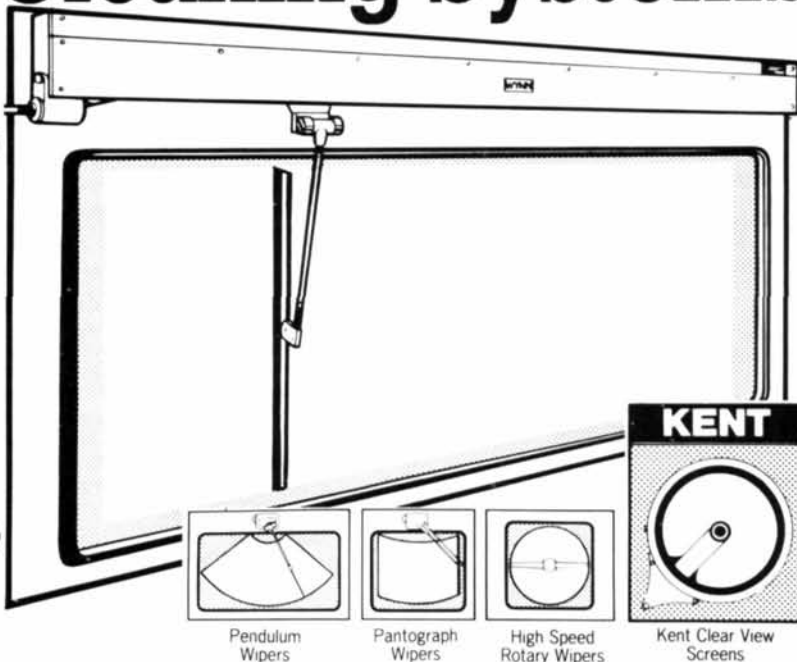
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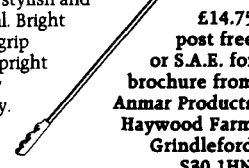
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Illustrated brochure from Mavis Spears,
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AA** RAC** RSAC** Ashley Courtenay recommended.

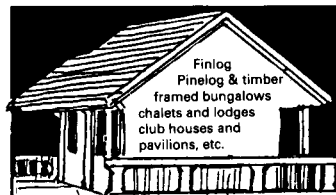
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A VINTA 370
SAILBOARD
TO BE WON**

COMPETITION



**THE ALL-NEW RENAULT 5
5-DOOR**

WIN THE RENAULT 5



DRIVE

THIS IS your chance to drive away with the all-new 5 door Renault 5 TL (kindly donated by Renault UK Ltd) and help boost Shoreline membership into the bargain! AND there's a Vinta 370 sailboard with full rig (kindly donated by Scanro Ltd) for your new Shoreline recruit if you win.

All you have to do to win the all-new Renault 5:

1. Match the correct answers to each of the eight questions – if you think 1824 (G) is the correct answer to the first question, then put the letter **G** in the box provided, and so on.
2. Imagine you are the winner of this competition and fill in what you would call your all-new Renault 5 explaining why, in not more than 10 words.
3. Introduce a new Shoreline member. It can be yourself if you are not already a member (renewals of membership don't count), and send the completed entry form *together with the minimum £6 subscription to: RNLi, Renault 5 Shoreline Drive, West Quay Road, Poole, Dorset BH15 1HZ.*

Good luck. The winner will be whoever answers part 1 correctly and supplies the most apt and original name and explanation for part 2.

The competition closes on July 31, 1986. The winner will be announced in the autumn 1986 issue of *The Lifeboat*.

Remember, if you win, your new Shoreline member is also a winner. He/she will receive a Vinta 370 sailboard.

Rules:

1. Entrants must be aged 17 or over. (Their new Shoreline recruits may be any age.)
2. Employees and their immediate families of the RNLi, Renault UK Ltd and Scanro Ltd are ineligible to enter the competition.
3. There is no cash alternative to the prizes.
4. Closing date: midnight Thursday July 31, 1986.
5. Every entry must be accompanied by the name and address of a new Shoreline member, together with their subscription; the winner will be judged on the most apt and original answer to part 2, having answered part 1 correctly.
6. The judges' decision is final and no correspondence can be entered into.
7. The winners will be announced in the autumn issue of *The Lifeboat* journal.

COMPETITION FORM

1. QUESTIONS

What year did Grace Darling carry out her famous rescue?

What was the year of the *Mexico* lifeboat disasters? ☐

What year were inflatable lifeboats first used by the RNLi?

☐ What year did Lionel Lukin patent his 'unimmerrible boat', the first craft specially designed for saving life at sea? ☐

How many lives were saved by the RNLi in 1985?

☐ What is the engine capacity (cc) of the five door Renault 5 TL? ☐

How much in £s is the cost of two propellers on a Tyne class lifeboat?

ANSWERS

- | | |
|---------|---------|
| A. 1108 | E. 1963 |
| B. 1838 | F. 1454 |
| C. 1637 | G. 1824 |
| D. 1785 | H. 1886 |

What year was the RNLi founded? ☐

2. WHAT'S YOURS CALLED?

I would call my all-new Renault 5 _____
because _____
(Not more than 10 words)

3. MY NAME AND ADDRESS IS: _____

4. I AM INTRODUCING THE FOLLOWING TO SHORELINE. Their first year's subscription is enclosed.

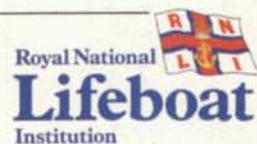
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Address _____

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I am over 18 years old and not already a member

TJ LBT 1