



The Lifeboat

Summer 1986

Silver medal rescue

30p

AGM: Chairman announces new target

Who needs the lifeboats most?



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Impressive market

The enduring facts about the United States as an investment market are always impressive. America's stock exchanges trade 50% of the world's shares. The capitalist ethic runs deep; shares are more widely held by individuals than in any other major economy. The home market is huge, an engine of production and consumption which can, at favourable exchange rates, drive a vast export operation.

America is still the world's major innovator - in biotechnology, communications and robotics for example. And Americans have the happy ability to turn hi-tech innovation into profits quicker than most of the rest of the world.

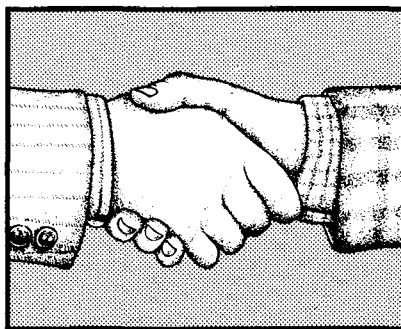
Besides worldwide manufacturing and trading giants such as IBM, General Motors, Ford and ITT, the US bustles with hundreds of thousands of small entrepreneurial businesses, many of which will be the major successes of tomorrow. The growing service sector is especially strong in such areas as hotels, fast food, car rental, entertainment and software.

Rising profits

Current market factors point firmly to the United States as an encouraging place for investment now. The easing of the dollar during the past few months has made American exports (always noted for their high quality) cheaper abroad. Corporate profits are predicted to rise. The Strategic Defense Initiative (Star Wars) programme has stimulated an enormous activity in high-tech industries.

Newest MLA Trust

Against this very favourable background, MLA Unit Trust



Management launched their newest fund: MLA American Trust. The Managers' aim is to build up a portfolio which will generate above-average growth in the capital value of your investment. Yields are not expected to be high, especially in the early years.

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MLA American Trust was launched by one of Britain's top unit trust management teams who have already proved themselves in the market. MLA General Trust, investing primarily in UK shares, has grown an average of 32.9%* a year since launch. It is the top-performing UK trust of all over a 7-year period. (Money Management, June 1986.)

**on an offer-to-bid basis, including reinvested income, since launch in June 1976.*

How to invest

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 immediately 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.

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Price and Yield as at 10.6.86. Offer price: 26.2p. Estimated gross yield: 0.95%.

About MLA

MLA Unit Trust Management is part of the Municipal Insurance Group. The Group's specialist investment team now have funds under management in excess of £750 million.



SUPPORTING THE LIFEBOATS

Every investment in the MLA American Trust made through this advertisement provides a financial contribution to the work of the RNLI, which is supported by MLA.

Charges There is an initial charge of 5% included in the offer price, and an annual management charge of 1% (plus VAT) of the capital value of the Trust Fund. This is deducted half-yearly from the value of the Trust Fund to meet the expenses of the Managers.

Intermediaries Commission is paid to recognised intermediaries; rates are available on request.

Distribution Net Income will be distributed twice a year on 28th February and 31st August. The first distribution period will run to the 31st December, 1986 and the first distribution will be made on 28th February, 1987.

Dealing Units are valued and dealt in daily. Any orders will be dealt with at the price ruling on the date of receipt of instructions. Prices and yield are usually published in the Financial Times and The Times.

Selling units To sell your units, simply sign the unit certificate and return it to the Managers, who will send you a cheque within seven working days. Units will be bought back at not less than the bid price calculated in accordance with the formula contained in the Trust Deed.

Tax The Trust pays no capital gains tax on its investments. Unitholders pay no capital gains tax unless their yearly total of capital gains exceeds £6,300.

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

The Trust Deed 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 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.

Trustee: Midland Bank Trust Company Limited

Managers: MLA Unit Trust Management (being a trading name of MLA Investment Management Limited), 99-100 Sandling Road, Maidstone, Kent ME14 1XX. Tel: 0622 674751. Registered in England No. 1242681. Registered Office: 22 Old Queen Street, London SW1H 9HN.

Application Form

MLA AMERICAN TRUST

To: **MLA Unit Trust Management, 99-100 Sandling Road, Maidstone, Kent ME14 1XX. Tel: 0622 674751.**

I/We wish to invest £ _____ in MLA American Trust at the offer price prevailing on the date of receipt, of these instructions.

I/We enclose a cheque made payable to MLA Unit Trust Management. (Minimum £500). I/We declare that I am/we are over 18.

I am an existing unitholder. YES/NO

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 American Trust. Please tick box for details.

PERSONAL PENSION: You can also link the American Fund to a personal pension plan. Please tick box for details.

RNLI 6.86





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COVER PICTURE

The three medallists in London for their awards, photographed on the South Bank. They are (l to r) Helmsman Alan Clarke of Hunstanton, bronze medal, Coxswain/Mechanic Ron Cannon of Ramsgate, silver medal and Second Coxswain Peter Bisson of St Peter Port, bronze medal. The photograph is by Maggie Murray.

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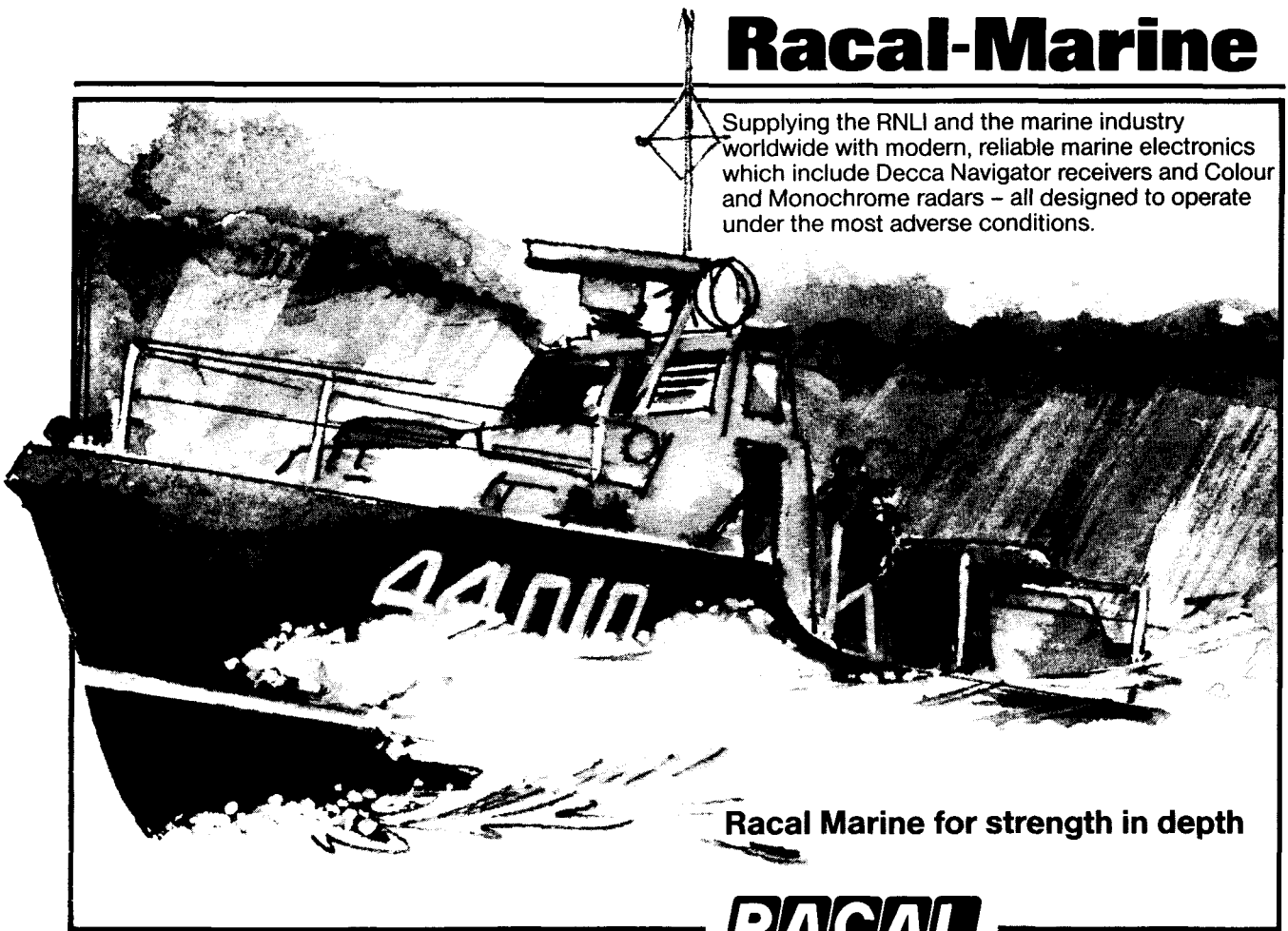
Next issue: the Autumn issue of THE LIFEBOAT will appear in October and news items should be sent by the end

of July. News items for the Winter issue should be sent in by the end of October.

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.

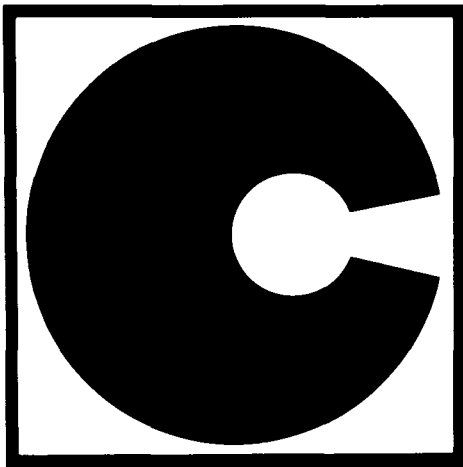
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— ANTICIPATE · THE · UNEXPECTED —

RNLI NEWS



Royal visitor: Princess Anne discusses life-boating with Helmsman Bob Fossett when she visited Southend in May to name the town's new Atlantic 21 lifeboat Percy Garon II. Before the naming ceremony, the Princess had opened the new train service which runs the 1¼ mile length of Southend Pier, at the end of which the lifeboat is housed.

photograph by courtesy of Studio 77

Ramsey lifeboat, the 37ft Oakley class James Ball Ritchie, setting out from harbour on April 10, 1986, in a north-easterly near gale to go to the aid of a cabin cruiser broken down 13 miles off the coast of the Isle of Man. In very rough seas the lifeboat passed a line aboard and towed the cabin cruiser safely into Peel harbour.

photograph by courtesy of B. Grensell

£50 million modernisation programme

The Duke of Atholl, chairman of the RNLI, announced a £50 million boat building programme to modernise the lifeboat fleet. Speaking at the Institution's annual general meeting, he said,

'We have set a seven-year target to complete the introduction of the RNLI's fast lifeboats by 1993. The target will mean the replacement of our slower, 8 knot, wooden hulled lifeboats with faster classes and the boatbuilding programme will cost £50 million over the next seven years.'

1985 the busiest year

Last year was the busiest year ever for lifeboats with 3,864 launches on service. 1,742 lives were saved, the second highest number in peacetime. There was a large increase in launches to sailboards from 320 in 1984 to 520 in 1985 with 285 lives saved. Most of these services were carried out by inflatables or rigid inflatables and the average service to a sailboard lasted only 35 minutes. By contrast, 1,460 hours were spent by RNLI lifeboats dealing with fishing vessels, an average of over 2½ hours spent on each service.

Good news in the Budget

The Chancellor's 1986 Budget contained good news for fund raisers. From April 1 this year, companies (other than close companies) can claim tax relief for one-off gifts to charity—broadly in the

same way that they can now claim relief by way of a four year covenant. In order to encourage charitable giving by other companies and individuals, the Government has removed the annual limit of £10,000 for covenants where higher rate tax relief is claimed. From April 1, 1987, a new scheme will also be introduced to encourage giving by employees through deductions from the payroll. Details of all these schemes are being worked out and will be circulated to RNLI branches and guilds by regional offices in due course.

New fund raising chairman

The Lord Stanley of Alderley has been appointed as the new chairman of the fund raising committee, following the death of Captain John Leworthy in January. Lord Stanley joined the committee of management in 1981 and is already known to many fund raisers in Wales where he has chaired several regional conferences.

Danish tests

Coxswain Dave Kennett of Yarmouth, Isle of Wight and Stuart Welford, RNLI research and development officer, visited Denmark in March to participate and advise on lifeboat model tests. In December 1981 the RF2, a brand new lifeboat stationed at Hirthals in Denmark, was lost with her crew of five as they tried to save the



crew of a local fishing boat. The Danish authorities conducted a thorough investigation and are well on their way to ordering a new class of lifeboat. Model tests were commissioned with Coxswain Kennett and Mr Welford present to show a radio controlled model of an RNLI Arun for comparison with the Danish designs.

HM The Queen's 60th birthday

A message was sent from the chairman, the Duke of Atholl, on behalf of all in the RNLI on the occasion of our patron's 60th birthday. A reply was received from Her Majesty:

'I thank you, the committee of management, lifeboat crew members, station officials and voluntary members of branches and guilds and staff of the Royal National Lifeboat Institution most sincerely for your kind congratulations on my birthday.'

Elizabeth R.'

Foreign visitors

The RNLI provides the secretariat for the International Lifeboat Conference which meets every four years. The next conference will be held in 1987 in Spain and the head of the Spanish Red Cross of the Sea, Admiral Diaz del Rio, visited Poole in May for discussions about the conference. Other recent

NEWS POINT

SETTING A TARGET

Fifty million pounds is a lot of money in anybody's terms. Even spread over seven years the figure is a daunting one. So when the chairman of the RNLI, the Duke of Atholl, announced a £50 million lifeboat modernisation programme at the AGM, there were some sharp intakes of breath. The new target—to complete the introduction of the RNLI's fast lifeboats by 1993—is an ambitious one. It involves doubling the normal rate of boat building. For anybody who doubts the wisdom of setting the target, it is worth looking back to 1970 when the RNLI aimed to make the whole fleet self-righting within ten years. To achieve the goal, emergency air bags were fitted to Watson and Barnett lifeboats. The bags saved the lives of the Barra Island and Salcombe lifeboat crews, whose lifeboats were capsized by huge waves but righted successfully with no loss of life. Fast, modern lifeboats—the Arun, Thames, Tyne, Waveney, Atlantic 21, D and C class inflatables—have already set the pattern for the future. The RNLI's course is now set for a complete fleet of fast lifeboats which will make the lifeboat service still more efficient for both lifeboatmen and survivors in the future.

visitors include the new head of the Finnish lifeboat service and delegations from the two Netherlands lifeboat services, the French lifeboat service and the United States Coast Guard.

Ferry appealing

Anyone making a crossing with Sealink Ferries this summer will find themselves reminded of the RNLI and its need for money to build new lifeboats. Sealink are running a £150,000 appeal aboard their ferries to help fund a new lifeboat with competition forms, leaflets offering instant prizes and collecting boxes distributed in every corner of the duty free shops, bars and restaurants. The company have already donated £20,000 towards the appeal and they are now relying on the Great British holidaymaker to make up the difference.

Grave omission: when he died in 1904

Henry Freeman, coxswain of Whitby lifeboat who had helped save over 300 lives was buried in an unmarked pauper's grave. Four boys from Whitby School considered it was high time the town honoured one of its heroes and successfully raised the £300 needed for a headstone. The four boys, Carl Bennett, Stephen Humble, Leslie Gordon and Mark Brown are pictured here (right) with the present day coxswain, Peter Thomson, at the dedication of the headstone. Whitby lifeboat crew gave £75 to the project from their own service payments.

photograph by courtesy of Whitby Gazette

Just in case: a happy Tony Hunter (below right) the RNLI's chief buyer, stores, receives a case of brandy from David Shepherd, brand manager for Martell Cognac, a bottle of which is carried on all large lifeboats. The cognac has been provided free by Martell since 1970 when the Royal Navy stopped the issue of the traditional tot of Navy rum which had also been carried on lifeboats.

Renault 5 competition: there is still time to enter the Renault 5 Shoreline Drive competition featured on the inside back page of the Spring issue of THE LIFEBOAT. The closing date has been extended by a month to August 31, 1986 and the winners will be announced in the Autumn issue. Extra entry forms can be obtained by contacting Shoreline, RNLI, West Quay Road, Poole, Dorset BH15 1HZ. Remember, there is an excellent chance of winning a brand new 5 door Renault 5 TL and a Vinta 370 sailboard. All you have to do is answer some simple questions, give a name to your new Renault 5 and join up a new Shoreline member.



LIFEBOAT SERVICES

South East Division

Trawler saved in violent storm

THROUGHOUT THURSDAY DECEMBER 26, 1985, Boxing Day, the weather on the east Kent coast had been rapidly deteriorating; by late afternoon winds from the north east were reaching strong gale force 9 to storm force 10. Coxswain Ronald Cannon and a lifeboat crew member went down to the harbour at 1830 to check both the lifeboat's mooring and those of other boats including their own.

At 1925, while they were still engaged afloat and keeping a radio watch, they heard a call from a French trawler, the 65ft *Gloire à Marie II*, to Ramsgate Harbour asking for a pilot to bring her into harbour for shelter.

The watchman on duty at the eastern pierhead, Kenton Evans (a member of Ramsgate lifeboat crew) had difficulty in understanding the French skipper who in turn could not speak English. Coxswain Cannon called the pier to suggest the watchman should call the French ferry in Port Ramsgate for an interpreter so that the fishing boat's master could be told that all pilotage facilities had been suspended because of the weather.

Unfortunately it proved impossible to set up this link and at 1945 the trawler broadcast a garbled MAYDAY message saying that she was aground south of Ramsgate and in need of urgent assistance. The deputy launching authority was immediately contacted and at 2000 maroons were fired.

The wind had now increased to a north-easterly violent storm force 11



The after effects of the Boxing Day storm on a car parked on Ramsgate's east pierhead.



Ramsgate lifeboat, Ralph and Joy Swann, photographed by Ray Noble, a crew member on the night *Gloire à Marie II* was saved.

and Coxswain Cannon decided it was too rough inside the harbour to use the station's boarding skiff. Instead he took his father's 35ft workboat to collect the first three crew members to arrive from the inner jetty and then, once aboard the lifeboat, brought her alongside the east pier steps to allow the other crew members to board. By now seas were breaking over the east pier and moments after the crew had boarded the lifeboat a sea stove in the pier's lookout windows some 30 feet above sea level.

Before the lifeboat cleared the pier, Coxswain Cannon inspected all the crew individually to make sure life-jackets and protective clothing were being properly worn. Dover coastguard had just reported they were recording north-easterly winds of over 65 knots.

The time was 2015 when Ramsgate's 44ft Waveney class lifeboat, *Ralph and Joy Swann*, set out across the harbour at three-quarter speed towards the entrance. As the watchman on the pier above him sent wave reports, Coxswain Cannon drove the lifeboat through the entrance into violent and short cross seas, made worse by reflection off the west pier. It was some three hours before high water which gave a south westerly stream locally and visibility at sea level was poor in the spray and spume.

The lifeboat headed east to clear the new harbour breakwater, then, when she was about two cables clear of the entrance, the coxswain prepared his crew for a turn to starboard. Using his skill, sound seamanship and good timing Coxswain Cannon safely brought the lifeboat round as she pitched and rolled heavily, taking heavy water overall and set a course of 250°. The trawler was not visible and she did not show up on the radar. Watchman Kenton Evans on the pierhead directed the lifeboat to a position some two miles south west of the harbour entrance. At 2025 parachute flares were fired from the lifeboat and they were answered by the trawler's searchlight. Now she could be seen aground in shoal water off the entrance to the River Stour.

The quartering seas which were irregular both in direction and frequency made the lifeboat very difficult to control. A constant lookout astern was maintained so that the coxswain could be warned of each steep sea as it approached.

Coxswain Cannon discussed with Second Coxswain Derek Pegden what should next be done. To try to take off the crew of seven men was likely to be too dangerous. Even if they could overcome the language barrier they knew that it would be unlikely that the skipper would want to leave his vessel. Standing by the trawler would also be unwise with the risk of grounding.

So, at 2030, Coxswain Cannon steered close to the south of the trawler and then, turning to starboard, brought the lifeboat up to her port quarter. The trawler was lying head west and pounding forward, the stern appearing to be fast aground. As the two vessels closed Crew Member Michael Petts leapt from the lifeboat and, with the help of the trawler's crew, was pulled aboard.

With proper communications now established Petts could confirm that the trawler was still seaworthy with main engines available. Neither her master nor his two sons would consider leaving their ship which was less than a year old. The coxswain held the lifeboat head to sea and eased astern, judging the right moment to make a second approach and to put a second crew member on board. Heavy seas made the first three attempts impossible, but at the fourth Crew Member Nigel Stephens was safely transferred.

The lifeboat crew then passed a 60-fathom towline aboard the trawler which was led to her bow. The coxswain began the very skilful task of turning the trawler's bow to the south, while trying to keep his own vessel's head to sea. There was a serious danger of the tow pulling the lifeboat over on her side and the line had to be watched closely by the crew who were ready to cut it instantly if necessary.

Just as the trawler's bow came on to a south-easterly heading a huge breaking

sea, some 20 feet high, lifted the lifeboat's bow and threw her astern, instantly slackening the towline. As her bow fell into the following trough the line brought up, veering it around the towline post and causing severe burning. Coxswain Cannon dropped the lifeboat astern so that the tow could be re-secured clear of the damaged section; he then resumed the towing manoeuvre.

Within minutes another sea caused the same to happen again but this time the end of the towline was lost. The crew managed to retrieve the line from the water and it was re-connected. When towing resumed Crew Member Petts (aboard the trawler) radioed that the main engines were being started and that the *Gloire à Marie II's* stern was beginning to clear the shallows.

When the two vessels were in deeper water the tow was disconnected; it would have been impossible to tow the trawler into Ramsgate harbour and unnecessary as she now reported having full control and power. Visibility was still poor and with the lifeboat's searchlight trained aft, the coxswain led the trawler towards Ramsgate. The seas were short, confused and breaking heavily, and Coxswain Cannon brought his crew into shelter before making the north-westerly turn for the harbour entrance.

At 2130 the lifeboat and trawler entered harbour and moored in the lee of the east pier. The lifeboat was refuelled and reported ready again for service at 2215. Harbour users could not remember worse weather than on the night of this rescue. Nine boats sank at their moorings inside the harbour and buildings on the east pier suffered structural damage.

Following this service the silver medal was awarded to Coxswain/Mechanic Ronald Cannon. Silver medal service certificates were awarded to Second Coxswain Derek Pegden and Crew Members Ronald Blay, Alan Bray, Michael Petts, Nigel Stephens, Raymond Noble and John Cheesman. A letter of thanks, signed by Rear

Admiral W. J. Graham, director, was also sent to the east pier watchman, Kenton Evans, for his assistance to the coxswain during the service.

East Division

Coaster aground

LATE ON THE NIGHT OF Saturday November 9, 1985, the Dutch coaster, *Anne*, radioed that she was dragging her anchor and getting close to Long Scar rocks near Hartlepool. There was a north-north-easterly strong gale force 9, gusting to violent storm force 11 and the lifeboat crew were immediately mustered. By 0010 on November 10 the *Anne* was aground on the rocks and five minutes later Hartlepool's 44ft Waveney class lifeboat, *The Scout*, had slipped her moorings and was heading out to sea with Coxswain Robert Maiden at the helm.

It was overcast with heavy rain squalls, moderate visibility and continuous spray as the lifeboat left the harbour at full speed. Clear of the breakwater the full force of the very high breaking seas forced the coxswain to reduce speed as he headed towards the coaster's position, a mile to the south south east.

On arrival at 0030 the lifeboat put up a parachute illuminating flare which showed the *Anne* lying head north, hard aground on the south part of Long Scar rocks with heavy seas breaking across her decks. The north-easterly wind was still gusting to force 11, and heavy breaking 20ft seas were driving on to the rocks. It was 15 minutes before high water and there was therefore little or no tide in this position.

The coaster was in contact with Tees Harbour Radio and was waiting for tug assistance. Coxswain Maiden decided to stand by and positioned the lifeboat in Knock Hole, a deep to the south of the rocks where she was able to lie in comparative safety just 60 feet astern of the coaster.



Coxswain Robert Maiden.

photograph by courtesy of *The Mail*, Hartlepool

Some 20 minutes later the tugs were forced to turn back by the weather and a Sea King helicopter was scrambled from RAF Boulmer. At 0140 the helicopter arrived and the lifeboat illuminated the coaster's position with another parachute flare. The helicopter hovered for some time over the coaster and then moved off to a position astern of the lifeboat.

After a further ten minutes five men emerged from the coaster's accommodation at the stern and waved the lifeboat in. In the lee of the rocks the waves were moderated to 10 to 15 feet and the coxswain ran the lifeboat straight in towards the coaster's port after side, just forward of her accommodation, and positioned his starboard shoulder alongside.

The men threw their baggage aboard the lifeboat but then a heavy sea broke round and over the coaster, throwing the lifeboat's bow away and driving her astern and through 360 degrees. Coxswain Maiden now tried to go up on the coaster's starboard side but the seas were too heavy and dangerous and the lifeboat cleared astern and ran up the port side again.

This time two men were taken off just before another large sea swept the lifeboat's bow off and pushed her starboard quarter on to the coaster's coffin stern. The collision cut a small hole in the lifeboat's after cabin housing and bent some of the starboard stanchions.

The coxswain made another run in to the same position and two more crew members were taken off, the second of them, being slow to jump, was dragged aboard by the lifeboat crewmen on deck. Once more the lifeboat cleared



Gloire à Marie II safely berthed inside Ramsgate harbour.

photograph by courtesy of Ray Noble

astern with the four seamen aboard and took up station again in Knock Hole deep, standing by as the captain of the *Anne* had decided to stay on board.

After half an hour, by which time the tide had begun to fall, the coaster's captain was out of immediate danger and the lifeboat headed back to Hartlepool where the men were landed at 0306. The lifeboat crew then remained on stand-by until 0730.

Following this service the bronze medal was awarded to Coxswain Robert Maiden. Bronze medal service certificates were awarded to Second Coxswain/Mechanic David Wilson, Assistant Mechanic Oswald Rennie and Crew Members Eric Reeve, Edward Porritt and Ian Vincent.

East Division

Yacht towed in

THE HIGH WINDS OF Sunday August 11, 1985, which brought about a bronze medal service at St Peter Port, Guernsey and vellum services at Weymouth and Ramsgate (already reported in earlier issues), and which involved 39 stations in saving over 70 lives in one day, were also the reason for the coastguard to contact Bridlington lifeboat at 1437 on that same afternoon.

Several fishing cobsles, some with angling parties aboard, were still at sea with the weather getting worse. When **Bridlington's** 37ft Oakley class lifeboat, *William Henry and Mary King*, put to sea at 1454 with Coxswain Fred Walkington at the helm it was overcast with moderate visibility in rain showers. The east by southerly force 6 to near gale force 7 wind was producing heavy breakers on the beach.

The lifeboat headed for four cobsles which were making for the harbour entrance and escorted two of them in through the confused seas. The coxswain then received a request from Humber coastguard to go about a mile north of Hornsea where the coble *Serene* was trying to stand by a yacht which had set off a red flare. The lifeboat headed south to this position, but not before she had escorted the remaining two cobsles safely into harbour.

By now the wind had increased and was blowing force 7 to gale force 8 and because the wipers had stopped working, Coxswain Walkington was forced to drop the windscreens which subjected the crew to the full force of the driven sea and spray.

At 1540 *Serene* and the yacht were in sight. The yacht had a small jib set and was heading east towards the shore which was less than a mile away. Her escort, the coble, was having difficulty in keeping close and standing by her. Coxswain Walkington steered to within hailing distance of *Serene* whose crew

told him that they thought there were two, possibly three aboard the yacht, one of them a child.

The wind was stronger now and still giving 10ft breaking seas and the sky was heavily overcast with driving rain and poor visibility. The tide was setting north at 0.8 knots. The yacht had no radio so the coxswain made a run in close to her port side, holding position with helm and engines. He learned from the man in the cockpit who had a child with him that there was a woman and another child down below who were very ill with seasickness. The man was told to try to bring the yacht's head up further to the north and the lifeboat then cleared astern.

Coxswain Walkington decided he would have to tow the yacht as she was so near to the shore, but first he would take aboard the two children and the woman. He made a second run in to tell the yachtsman what he intended to do and by this time the man had managed to bring the yacht up to a north-westerly heading.

Again the lifeboat closed the yacht and this time the coxswain brought his starboard side up along the yacht's port side allowing wind and weather to hold her there. Seas broke over both vessels and the yacht was at one point lifted on to the lifeboat's starboard guard chains and stanchions causing some damage. The two children were brought safely aboard the lifeboat, however, and the woman who was too ill to help herself was also taken off with some difficulty.

A tow rope was then passed to the yacht and Coxswain Walkington manoeuvred slowly ahead on his engines allowing plenty of slack. The yachtsman

was instructed to lower his jib and with about 100ft of tow rope out both vessels were brought up to the north.

As the tow headed back towards Bridlington in the rough quartering sea the coxswain had constantly to adjust his speed as the 28ft yacht surged forward on the wave crests. The children and the woman on board the lifeboat were covered with blankets and tended throughout the passage by the lifeboat crew. At 1645 the tow was shortened and the yacht taken through the rough confused seas in the harbour entrance.

During this manoeuvre the lifeboat heard over the radio that another incident had developed just outside the harbour. A coble, *Valhalla*, with an angling party on board had got into trouble and was now breaking up under the north harbour wall. Coxswain Walkington passed the yacht and her occupants into the care of a fishing vessel inside the harbour and cleared the harbour once more.

For the next 35 minutes the lifeboat lay off in broken water north of the north wall where *Valhalla* had been driven while an RAF helicopter winched her occupants to safety. When they were all accounted for the lifeboat re-entered Bridlington harbour, escorting another coble on the way.

Reports were now coming in that a cabin cruiser may be missing so the lifeboat left the harbour once again at 1810. It was soon learned that the cabin cruiser was, in fact, safe and the lifeboat returned to the beach using her drogue and was rehoused and ready for service at 1910.

Following this service the thanks of the Institution on vellum was presented



Coxswain Fred Walkington (centre) with four of the crew who were out on August 11: (l to r) Rowland Stork, Paul Staveley, Second Coxswain Anthony Ayre and Assistant Mechanic Brian Cundall.
photograph by courtesy of Yorkshire Post

to Coxswain Fred Walkington and vellum service certificates were presented to Second Coxswain Anthony Ayre, Assistant Mechanic Brian Cundall and Crew Members Rowland Stork, Paul Staveley, Nicholas Wood and Harry Wood.

South East Division Anglers landed

THE FISHING VESSEL *Duke Senior* appeared to be in difficulties near the entrance to Whitstable harbour just after midday on Sunday January 19, 1986. There were a number of people on board, thought to be anglers, and the boat was listing heavily in the strong westerly force 9 gale and short, steep five to six foot waves.

Consideration was given to launching *Whitstable's* rigid inflatable Atlantic 21 lifeboat but when at 1225, 20 minutes before low water, the fishing boat ran aground just off the harbour, the station honorary secretary decided he would wait till the rising tide to launch the lifeboat. She could then escort the fishing vessel into Whitstable harbour when she had refloated.

When the lifeboat, *British Diver*, launched at 1438 manned by Helmsman Michael Gambrill and Crew Members Nigel Scammell, Richard Judge and Eric McGonagle, the fishing boat had refloated and was already two miles north west of Whitstable harbour and in danger of grounding again. The wind was still westerly, gusting to force 9 and the flooding tide made for wind over tide which produced short, steep six to seven foot waves with a three foot swell. Visibility was reduced by occasional rain squalls, spume and spray.

It took nine minutes for the lifeboat to reach the fishing vessel which was still listing heavily, appearing to be down by the port quarter. Michael Gambrill drove the lifeboat alongside *Duke Senior* and Crew Member Richard Judge jumped aboard.

The reason for the fishing vessel's list

to port turned out to be the weight distribution of the 14 people on board the 24ft boat of narrow beam and shallow draft. Helmsman Gambrill considered transferring some of the anglers to the lifeboat but they were reluctant to leave the fishing vessel. After consulting her skipper, the helmsman decided to escort the fishing boat into the Swale estuary where she would gain some protection from the wind and sea.

The two vessels cleared Pollard Spit and entered the Swale. At 1543 the fishing boat was placed on a mooring near Harty Ferry. The lifeboat then took nine of the angling party ashore where the lifeboat crew helped the anglers to wade through the mud to dry land. The wind had by now increased to storm force 10 and there were three to four foot seas at Harty Ferry. By 1610 the last three anglers were ashore, the skipper and crew member having decided to stay on board at the mooring until the weather and tide allowed them to enter Faversham Creek.

On her return to station and once clear of Shell Ness the lifeboat encountered very rough seas rounding Pollard Spit. The wind was westerly storm 10 and there were eight foot seas making it too rough either to recover the lifeboat on the drive on/drive off trolley or even to beach her. Michael Gambrill decided instead to enter Whitstable harbour.

The seas were very rough and confused at the harbour entrance with a scend into the harbour. The honorary secretary stationed members of the crew on both sides of the harbour entrance with heaving lines and life-buoys and the coastguard was asked to alert the RAF helicopter at Manston in case help was needed. At 1653 the lifeboat safely entered Whitstable harbour and by 1730 she was refuelled and ready again for service.

For this service the thanks of the Institution on vellum was presented to Helmsman Michael Gambrill while framed letters of thanks signed by the Duke of Atholl, chairman of the RNLI, were presented to Crew Members Nigel Scammell, Richard Judge and Eric McGonagle.

West Division

Saved from drowning

A 71-YEAR-OLD MAN was out fishing alone in his 9ft wooden dinghy on the afternoon of Monday September 9, 1985. The weather was fair, there was a moderate south-south-westerly breeze, force 4, with a slight sea in the shelter of the land. It was three hours before high water springs with the tide setting easterly at about one and a half knots.

The dinghy was at anchor, lying to the tide, beam on to the weather when its occupant reached across the boat for a bailer. The shift of weight made the dinghy capsize and the man was thrown into the water. He managed to keep hold of the boat, right it and shout for help but then he lost his grip on the boat and began to drift away. He was not a good swimmer and was also wearing sea boots and oilskins with no lifejacket. He did succeed in grabbing an oar which was floating nearby but could not stay afloat and eventually lost consciousness.

Another boat, a 15ft clinker built Norwegian style dinghy was anchored about 150 to 200 yards away with Mr Gary Thomas and Mr Leonard Pritchard aboard; they were also fishing. Gary Thomas saw the other boat capsize and heard the man's cries. The two men immediately retrieved their fishing tackle and anchor, started their outboard and headed towards the capsized boat.

They arrived at the spot where the man had disappeared and could see him below the surface. As neither of them could swim particularly well and as they had no lifejackets and were wearing heavy sea-boots and oilskins, entering the water was out of the question. Thomas leaned outboard and succeeded in grabbing hold of the man. But as he pulled him to the surface the weight caused his own boat to sink her gunwale.

Leonard Pritchard moved quickly to counteract the weight and Thomas was able to pull the man up to the gunwale. However, he could not get him on board and Pritchard was unable to move to help him for fear of capsizing the boat. Instead, Pritchard steered the boat away from the lines and anchor rope of the empty boat and headed towards the shore with the man being towed alongside.

The casualty was purple faced and not breathing. Thomas shook him repeatedly against the gunwale, slapped him and shouted at him to try and get some response. He continued to do this for about three minutes after which time the man began to cough and bring up sea water. The shaking had induced a form of artificial respiration and stimulated breathing. After two more minutes the man was conscious enough to be able to hold on to the gunwale and follow instructions. They turned him round so that he had his back to the



A warming drink after their three-hour service for (l to r): Eric McGonagle, Helmsman Michael Gambrill, Nigel Scammell and Richard Judge. photograph by courtesy of Whitstable Times



TORBAY, Sunday January 12, 1986: a 15-year-old boy had fallen 100 ft down a cliff to the south of Berry Head. A coastguard cliff rescue team had gone to his assistance and Torbay's 54 ft Arun class lifeboat, *Edward Bridges*, launched so that the boy could be taken to hospital by sea. The boy had broken both his legs in the fall and was suffering from shock. The lifeboat crew used the inflatable 'Y' boat on arrival to transfer the casualty from the bottom of the cliff to the lifeboat where (above) he was hoisted aboard in the lifeboat's basket stretcher. The lifeboat then headed for Torquay harbour where an ambulance was waiting.

photograph by courtesy of Torbay News Agency



PEEL, Isle of Man, Saturday February 1, 1986: the station's Atlantic 21 rigid inflatable lifeboat out on service in a moderate northerly breeze. The fishing vessel *Ranger* had suffered gear-box failure just 100 yards off Peel breakwater. She had put her anchor down and a sister vessel *Orlik* was trying to help her when the lifeboat arrived. Under the helmanship of Edward Allen the lifeboat was able to pass a towline between the two vessels. *Ranger* was towed a little way clear but then the line parted and the lifeboat had to pass a second tow. Again the tow parted but on the third attempt the two fishing vessels succeeded in getting clear of the end of breakwater and tide and wind began to carry them into more sheltered water. By now another fishing vessel had arrived on scene and she and *Orlik* were able to nose *Ranger* safely alongside the breakwater inside Peel harbour.

photograph by courtesy of R. E. Kneen



PENLEE, Friday February 14, 1986: at 0630 Penlee's 52 ft Arun class lifeboat, *Mabel Alice*, with Coxswain Ken Thomas at the helm, set out in a force 10 east by southerly storm and poor visibility. The Guernsey registered coaster, *Roy Clemo*, had been sheltering in Mullion Bay overnight but had lost an anchor and was now low on fuel after steaming into the storm for some time to hold her position. The lifeboat was able to put the Penzance pilot aboard the coaster which

was then escorted back to Penzance harbour. The weather made entering harbour a difficult manoeuvre and she is seen here, with the lifeboat standing by to starboard, passing very close to the pier head as a sea breaks between her and the wall. The wave acted as a cushion to the coaster and helped her to round the pier. A few minutes later *Roy Clemo* was safely berthed inside the harbour

photograph by courtesy of Phil Monckton

boat and his arms over the gunwale. Then Pritchard counteracted the weight by leaning outboard on the opposite side of the boat while Thomas heaved the man aboard by his trousers. The boat then headed for the beach.

During the quarter of a mile run to the shore which took about six minutes both men kept asking the survivor questions to try to keep him conscious. He was coughing continually and making choking noises but as neither rescuer had any First Aid experience they could give no other treatment.

At the beach numerous by-standers hauled the boat clear of the water with the three men aboard. At this point the lifeboat maroons were fired. Leonard Pritchard ran the 400 yards to Moelfre lifeboathouse to tell the coxswain that the casualty was already ashore but in need of medical attention. Coxswain William Roberts rang for an ambulance and the station honorary adviser. They both arrived ten minutes later and after briefly examining the man, Dr Parry Jones recommended he be taken to hospital. The man refused to go, saying he now felt fine so the ambulance and doctor left and the man went home. He was later taken ill at home and was taken to hospital where he stayed for a week.

After they had handed over the casualty, Thomas and Pritchard put off again, recovered the abandoned dinghy and towed it back to Moelfre.

Gary Thomas and Leonard Pritchard were presented with the thanks of the Institution on vellum for their swift and effective action, carried out in the true tradition of aiding a fellow mariner in distress.

East Division

Tanker ablaze

NEWS OF A COLLISION between the 76,000-tonne Greek tanker *Orleans* and a 295-tonne Dutch fishing vessel, *Jan*

Van Toon, reached **Cromer** lifeboat station at 0815 on the morning of Friday January 24, 1986. The tanker, about 65 miles north east of Cromer had been struck on her starboard side in storm force 10 north-westerly winds and fire had broken out along half her length. Oil was also spilling from her and she was only about three miles from some gas drilling platforms.

An RAF helicopter was first on the scene and had begun to lift off some of the tanker's crew and land them on a nearby gas rig. However, a second helicopter had to be sent when the first was forced to land on the gas rig after the winch wire had hit the rotor blades. Although there were some ships on standby in the area, it was not known how many and at 0830 Cromer's new 47ft Tyne class lifeboat, *Ruby and Arthur Reed II*, launched under the command of Coxswain Richard Davies and set out on the long passage out to the casualty.

The sea was very rough and while at the station the wind was gusting to gale force 8, as the lifeboat neared the tanker some three and a half hours later, winds had reached storm force 10 gusting to hurricane force 12.

On arrival the lifeboat checked the tanker for leaks and the state of the fire which was confined to one tank and under control. For a while, one of the tanker's crewmen was unaccounted for but when he was found to be safe the lifeboat began stand-by duty until the tug *Smit-Lloyd 123* was able to take *Orleans* in tow.

Throughout the 1½ hours of standing by, the lifeboat and her crew endured winds up to 80mph, waves between 20 and 25ft, snow, sleet, rain and very low temperatures. At 1335 the tow was safely under way; the lifeboat was now able to leave the scene and began to escort a vessel which had 13 survivors from the tanker aboard back to Great Yarmouth. They arrived at 1830, ten hours after the lifeboat had launched. The weather had damaged the lifeboat's VHF aerials, her MF radio and radar and

various repairs had to be carried out before she could go back on station, ready again for service at 1030 on the morning of Monday January 27.

Following this service a letter of appreciation, signed by Cdr Bruce Cairns, chief of operations, was sent to Coxswain Richard Davies.

West Division

Vital illumination

JUST AFTER 1900 on the evening of Wednesday February 12, 1986, **Douglas**, Isle of Man, lifeboat station's deputy launching authority was telephoned by Ramsey coastguard. An accident had happened close to Douglas breakwater and it was thought that two people were lying injured at the low water area on the seaward side of the breakwater. A coastguard cliff rescue team had already been despatched to the scene and at 1916 Douglas' 46ft 9in Watson class lifeboat, *R. A. Colby Cubbin No 1*, under the command of Coxswain Robert Corran, left the slipway and headed for the eastern side of the breakwater.

An onshore east-south-easterly near gale force 7 was blowing, it was low water on a spring tide, the sea was rough and confused with heavy confused swell, it was pitch black and temperatures were close to freezing. As the lifeboat steamed towards the scene of the accident, more details of what had happened came over the radio. A Searider inflatable boarding craft from HMS *Lindisfarne* had suffered engine failure close to the breakwater on her way back to the ship. She had then overturned and, while one of the occupants, although injured, was already safely ashore, the other was still lying, possibly injured, near the low water mark.

On arrival, Coxswain Corran manoeuvred the lifeboat to within 80 feet of the breakwater and held her in position



Cromer's new Tyne class lifeboat, Ruby and Arthur Reed II.



Douglas lifeboat, R. A. Colby Cubbin No 1.

using the engines while a searchlight was beamed towards the casualty. (With little room to manoeuvre and in the heavy confused sea and swell, to anchor would have been both time-consuming and hazardous.)

Although the searchlight could not be totally effective in illuminating the efforts of the cliff rescue team in the conditions, searchlight operator Robert Kerruish stuck to his task throughout, despite the biting cold and the heavy seas which were sweeping over the lifeboat. To provide more light the lifeboat crew fired white flares at frequent intervals and this enabled the rescue team to reach the man (whose ankle was broken) and bring him safely up on to the breakwater.

The lifeboat returned to station at 1945, was rehoused and when, at 2100, the crew had thawed out they reported that they were in all respects ready again for service.

A letter of appreciation signed by Cdr Bruce Cairns, chief of operations, was later sent to Coxswain Robert Corran for the part he and his crew played in the rescue of the two Royal Navy men.

West Division

Difficult launch

A REPORT FROM LIVERPOOL COASTGUARD that a small fishing vessel was in trouble in the Dee estuary was received by **Hoyle** lifeboat station at 1050 on the morning of Monday March 24, 1986. A north-north-westerly force 8 gale, gusting to force 9 and 10 was blowing and the tide had been on the ebb for an hour.

Hoyle's 37ft 6in Rother class lifeboat, *Mary Gabriel*, was towed on her carriage towards the sea. To reach the position of the fishing vessel Coxswain John McDermott realised that he could avoid the one hour passage around East Bank by towing the lifeboat by tractor

in about 2½ feet of water across the bank's flat top towards Hilbre Swash.

The launching falls were taken aboard the tractor to prevent them from being washed off the lifeboat's carriage and from going under the tracks. Then, about half a mile from the boathouse, approaching the surf on the edge of the deeper water, the tractor was turned and the lifeboat's bows pointed head to wind ready for the launch. Stan Bird, the head launcher, managed to wade to the bows to release the bow chain and then back aft again to help the coxswain who was coupling up the launching falls and trying to get the locking pins into the steering on the carriage. By the time they had succeeded both the coxswain and head launcher were up to their necks in the heavy surf which was bursting around the carriage.

When he was satisfied that all was well Coxswain McDermott asked his crew to pull him aboard and the tractor then began pushing the lifeboat and carriage seaward. All went well until a particularly large sea hit the lifeboat, followed immediately by a second one. Suddenly the lifeboat and carriage became detached from the tractor and only the fast reactions of tractor driver Eric Eccles stopped the tractor from continuing on and causing severe damage to the lifeboat.

In the confusion the lifeboat and tractor did come into momentary contact causing slight damage to the lifeboat's rudder and tractor's hand-rails. However, before any more damage could be done, Coxswain MacDermott, immediately he realised what had happened, ordered the tractor to reverse taking the weight on the launching falls. The slips were released and the lifeboat catapulted off her carriage.

Although she was not in quite deep enough water, the lifeboat managed to claw her way off the bank, through the broken water and, bottoming several times she eventually reached deeper water. The coxswain then steered the lifeboat round Hilbre Island and on

towards Welshman Buoy. A few minutes later Liverpool coastguard reported that the fishing vessel in distress had managed to reach safety in an inlet on the Welsh side of the Dee estuary.

The lifeboat headed back, but because East Hoyle Bank was still covered by surf, she had to be kept afloat for a further hour until the bank was uncovered enough to beach the lifeboat safely. By 1355 she had been recovered, towed back to station, washed down, refuelled and was ready again for service.

A letter signed by Cdr Bruce Cairns, chief of operations, was sent to the station honorary secretary of Hoyle following this service passing on the Institution's warm appreciation to the coxswain, crew and shore helpers for their efforts.

Scotland South Division

Hurricane force 12

STORM FORCE WINDS, gusting to hurricane force 12 from the west south west, were sweeping the west coast of Scotland on the morning of Thursday March 20, 1986, when the Troon pilot heard over his radio that the fishing vessel *Golden Years* was in trouble and in need of a lifeboat 3½ miles north west of Troon.

Twelve minutes later, at 0925, the relief 44 ft Waveney class lifeboat, *Margaret Graham*, on temporary duty at **Troon**, was heading out to sea with Coxswain/Mechanic Ian Johnson at the helm. Visibility was poor in the rain squalls and although the sea was moderate when the lifeboat set out, once she neared the more exposed position of the fishing vessel, the sea had become very rough with a 20 to 30 foot swell.

Another fishing vessel was standing by when the lifeboat arrived; *Golden Years* had been hit by a large sea which had stove in the wheelhouse, knocking out both radio and radar and her nets

continued on page 32



Hoyle lifeboat, Mary Gabriel, is pushed on her carriage before a launch.



The Duke of Kent, president, the Duke of Atholl, chairman and Rear Admiral W. J. Graham, director of the RNLI. Beyond them, the Lady Mayoress and Lord Mayor of Westminster and RNLI vice-chairman, Mr Michael Vernon.

THE SOUTH BANK MEETINGS, MAY 13, 1986

Annual General Meeting and Presentation of Awards

Apart from the citations for a silver and two bronze medals which received rapturous applause when they were read out to the audience at the Royal Festival Hall, two other features of the day's proceedings will stand out in the minds of those present at the South Bank in

The Chairman's Speech Record number of launches

The morning meeting of governors was, as ever, well attended and all were no doubt impressed to hear from their chairman, the Duke of Atholl, that 1985 had been the busiest year ever for lifeboats and that another record sum had been raised to support their activities. . . .

'Looking first at the statistics of services, our lifeboats launched 3,864 times during the year, and saved 1,742 lives. This is an average of four and three-quarter lives every day and is the second highest number of lives saved in peace-time. I can assure you that the assessment "lives saved" is not made without a careful analysis of the rescue to see whether the persons' life was in real danger. If the person was assisted by the lifeboat but would, in all probability, have survived without that assistance, the record reads "person landed" and a further 713 people came into that category last year . . .

'Mark Twain is attributed with the saying that there are three kinds of lies, "Lies,

May. The first was the attendance of the Duke of Kent, the RNLI's president, and his impressive speech and the second was the chairman's announcement of the Institution's target 'to complete the introduction of the RNLI's fast lifeboats by 1993'.

damned lies and statistics", implying that figures are to be treated with some caution to say the least. One must therefore be very careful in drawing conclusions from the tables of rescues which appear in the report before you. For example, last year lifeboats launched 520 times to board sailors, more than double the launches to this category in 1982. This is a high figure and 285 lives were saved. However, most of those launches were relatively straightforward and were carried out with great efficiency by our inflatable lifeboats averaging less than an hour per rescue.

'The number of launches to fishing vessels was almost the same - 536 - but the effort involved was much greater, and lifeboats spent 1,460 hours at sea helping fishermen, with almost a fifth of the rescues in winds of force seven or greater.

'So the pattern of rescues is complex and the main point to be drawn from the figures is that no matter who is in trouble at sea, our lifeboats will respond quickly and our lifeboatmen will use all their skills and endurance to one end - that of saving lives. They have never wavered from that task and I hope that everybody in this hall will agree that our grateful thanks and good

wishes for another safe year go out to lifeboat crews everywhere.'

New boats, new target

Speaking of the duty the RNLI's governors had to provide the best available lifeboats and equipment for lifeboat crews, the Duke went on to report good progress with the new fast carriage boat which is designed to replace the carriage launched Oakley and Rother class lifeboats . . .

'The Oakleys and Rothers are the present carriage lifeboats and the softening of the wood around fastenings in the hull has led to expensive repairs. It is vital to put the safety of our crews first and to ensure that their lifeboats are fit for sea in all respects even though this has meant that at four stations these repairs have had to be carried out with no relief lifeboat available. The Institution has taken steps to accelerate the survey programme for all Oakleys and Rothers and to move forward with their replacement, the fast carriage boat, as quickly as possible. However, I have said before that developing a new lifeboat is a meticulous process and whilst completing the design is a high priority, extensive trials will also be needed.'

The Duke then explained the Institution's newly set seven year target to complete the introduction of fast lifeboats around the coast . . .

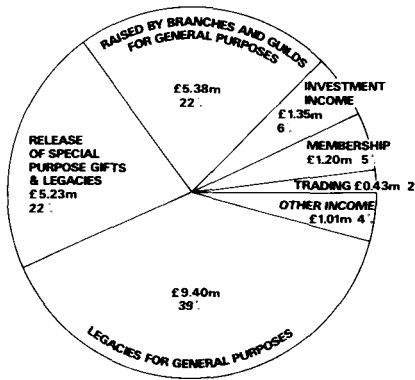
'The target will mean the replacement of our slower, 8 knot, wooden hulled lifeboats with faster classes. The process was started some years ago when Waveney's, then Aruns took over where Watson and Barnett class lifeboats had served. It is continuing with the Tyne and now that our designers are working on the fast carriage boat it is realistic to set the target to replace all the older classes. This is an ambitious goal and will involve doubling our normal rate of boat building. The increase in pace has already begun and as I speak there are now 20 new lifeboats under construction, with a similar number of inflatables and rigid inflatables on order for delivery this year. To sustain such a high level of new construction will require a considerable investment in time, effort and, not least, money.'

The cost involved

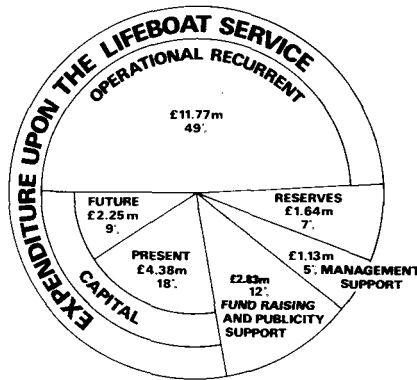
The estimated cost of achieving this target of boat building is £50 million. It was possible to place a further £2.25 million from the 1985 income into the fleet reserve fund (set aside to ensure an uninterrupted building programme) which now stands at £4.35 million; a small figure, the Duke commented, compared with the cost of the whole programme . . .

'The total expenditure in 1985 was just short of £20 million. After the allocation of money to designated funds, a balance of £1.6 million was transferred to the general funds, bringing the Institution's reserves to 31 weeks expenditure, a reasonable working level. These reserves are, of course, invested and the investment income generated more than pays the Institution's administration expenses which have been kept down to 4.7% of income for yet another year. I hope you will agree that this is a most creditable figure which reflects the careful housekeeping of the Director and his staff.'

TOTAL INCOME 1985 £24 MILLION



HOW IT WAS USED



A Visual Summary of the Accounts 1985

'Another encouraging sign is that the fund-raising and publicity costs have been reduced in proportion to the income, though it is of course important to continue to spend in these areas to ensure a healthy income in the future.'

Early retirement

A further special allocation of £850,000 had been made in 1985 which will be needed to compensate full time lifeboat mechanics or coxswain/mechanics who face earlier retirement than originally anticipated following the Institution's decision to reduce the age from 60 to 55. The decision, made because of the increased physical demands of modern lifeboats . . .

'... was taken after much study and largely on the advice of our medical and survival committee, bringing the RNLI into line with other emergency services such as the police, fire brigade and armed forces whose front-line men often retire even earlier. The committee of management must look at the overall good of the lifeboat service and the need for early retirement was no soft option and has caused concern among some crews. The committee recognised that full-time men, who expected to work to 60, need proper compensation and conditions are being worked out on the principle that they would not be out of pocket, based on their expected earnings to the age of 60. Furthermore, the early retirement is being phased in over five years to reduce the impact on existing crew members.'

Another cost highlighted by the chairman, not always given full consideration by the public, was that of the constant maintenance, adaptation and modernisation of the Institution's 200 shore establishments, the lifeboat stations themselves. They are all in or by the sea, the most hostile environment possible, and almost £1½ million had to be spent in this area last year.

Fund raisers' achievements

That all these costs could be met, the Duke pointed out, was entirely due to the hard work of fund raisers . . .

'Some very successful appeals reached their targets in the last year. In Edinburgh, over £450,000 was raised to provide a new lifeboat for Fraserburgh. New lifeboats were also funded by appeals in Cromer, Glamorgan and Belfast with the appeal committees attracting support from industry, clubs, schools and the general public.

New appeals have just been launched in Lowestoft and Dublin and we are about to launch an appeal in Glasgow and wish them all every success.

'Record levels were achieved in Christmas sales with staff stretched to the limit to meet the huge demand for RNLI cards and gifts. Shoreline continues to flourish and I am pleased to say that most members and governors have responded well to the increased subscription rates agreed at this meeting last year.

'A new junior membership scheme, Storm Force, had a good first year, enrolling over 4,000 children. The scheme, if you will forgive the pun, is still in its infancy and, like all infants, it needs all the support and encouragement you can give it, so please try to interest children, teachers and youth groups in Storm Force.

'The Chancellor's 1986 budget is strictly outside my report on 1985 but, as it contained good news for charities, it is worth mentioning now. VAT was lifted from charity advertising, a most welcome move which will save the Institution £40,000 per annum but it still leaves the Institution with a VAT bill for some £200,000. However, the Chancellor also announced tax benefits to encourage company donations to charities and payroll giving by employees and these should help us considerably.'

The chairman ended his speech by welcoming new members of the committee of management and the movement to adopt the 1985 report and accounts was then unanimously agreed.

Presentation of Awards

The hubbub in the foyer and the more restrained hush of the auditorium of the Royal Festival Hall immediately before the RNLI's annual presentation of awards are familiar signs of the keen anticipation that precedes any well loved show. This year was no exception, particularly as the RNLI's president, the Duke of Kent, was there to present the awards.

Before the presentations the Duke of Atholl addressed the gathering of voluntary workers and began by showing how all the efforts of those present were brought together by the three rescues they were to recognise that day . . .

'These three men represent different parts of the country, operate different, modern

classes of lifeboats which were funded in different ways. They could well be called a microcosm of the RNLI, showing how the fund raising provides the lifeboats which the voluntary crews then use so skilfully to save lives from craft of all types and all nations.'

He then asked his audience to consider the record number of rescues and the 1,742 lives that were saved in 1985 . . .

'On average, every day last year, lifeboat crews saved 4¾ people. If you think of a family that you know - a father, mother, two children - then imagine that they were saved one day last year, and their neighbours with three children the next day, and so on, for 365 days, you may get a better picture of our lifeboatmen's achievements.'

The Duke outlined the progress in lifeboat design since the first fast lifeboat was introduced and reported that the fast carriage lifeboat was undergoing her initial trials. He then told the fund raisers about the Institution's target to complete the introduction of fast lifeboats by 1993 and the projected £50 million cost of achieving this aim. The present reserve set aside for the building programme was £4.3 million, just under ten per cent of the total needed. He stressed, however . . .

'if current fund raising trends can be sustained, I am confident that we will meet our target and the resulting modernised lifeboat fleet will be a fine tribute to our collective efforts.'

Listing the successful appeals for new lifeboats which took place in 1985 and announcing the launch of others he added . . .

'Branches and guilds once again excelled themselves and, with their customary ingenuity, increased their totals whilst enjoying their fund raising.'

Shoreline and RNLI Trading had another successful year and the junior membership scheme Storm Force got off to a sound start. The range of activities now used to raise funds shows, he said, . . .

'... that everybody, rich or poor, young or old, can help the RNLI in some way. People can give time as volunteers, money as subscribers to Shoreline, donate British and foreign coins and stamps or buy goods from RNLI Trading. Every contribution, even a few coppers in a collecting box, is welcome, for it is the addition of an enormous number of relatively small sums that makes up the millions needed to run the lifeboat service . . .'

'... Just as it is not possible to mention the efforts of every lifeboat crew, it is equally impossible to pay tribute to every individual who has contributed or worked to raise funds for the RNLI over the past year. Perhaps I can, through those present today, give the committee of management's warm thanks to you all but at the same time ask you to keep up the good work.'

To illustrate the need for the fund raisers' support the Duke underlined the extent of the RNLI's activities . . .

'The whole institution consists of 200 lifeboat stations, over 2,000 crew members and over 350 lifeboats. Every station, every crew and every boat needs support. There are mechanics, surveyors, engineers, electronic experts and inspectors of lifeboats all of whose lives are dedicated to supporting the crews. Teams of full time regional and area organisers work long and unsocial

hours to help branches and guilds. In Poole, and in Cowes, there are depôts manufacturing and providing spare parts and equipment for the lifeboat fleet 24 hours a day . . .

‘. . . Taken overall the logistical support of our fleet is something in which we are all involved. Our leadership comes from our president, who each year attends a number of lifeboat functions and particularly when he agrees to speak, he inspires us all, and compels us to redouble our efforts on behalf of the lifeboat service.’

The Institution, the chairman said, was greatly indebted to the Duke of Kent for all the work he does on its behalf. He then invited the president to address the meeting.

The President's Speech

‘I regard it as a great privilege to be able to attend once again the Royal National Lifeboat Institution's presentation of awards and to hear from the chairman of the great success of the last year which was evidently the busiest in the Institution's history. I have not the least doubt that one of the main reasons for this success is the high regard in which the lifeboat service is held throughout the country. This was vividly illustrated by the exhibition of maritime art which I attended at Sotheby's in January. The willingness of owners to lend their most prized works of art, knowing that the exhibition was to benefit the RNLI, was most heartening. The exhibition, which I found to be of enormous interest, showed many facets of our maritime heritage, and it attracted great press and public attention. A portrait of Grace Darling, especially, remains in the memory, shown alongside a painting of a modern lifeboat rescue, and together they portrayed the sea as a constant adversary which has been bravely faced by generations of lifeboatmen.

‘We have already heard from the chairman the outline of some of the recent lifeboat rescues—and I know that the details when you hear them in a moment will make stirring listening—which show that the work of the RNLI today is as vital as it ever was. For the vast bulk of our trade is still carried by sea and merchant vessels, which although they are safer than ever before, still need the protection of the rescue services. Our fishing fleets and oil exploration vessels are an important part of the economy and they too look to the RNLI for assistance.

‘The growth in pleasure boating, which ranges from windsurfers to ocean going yachts, has added greatly to the work of the Institution but I feel that it is worth placing in perspective. The sea gives pleasure to thousands of people and the majority of those going afloat treat it with the respect it deserves. One only has to look to the excellent work of such bodies as the Sea Scouts and Sea Cadets to realise how youngsters derive benefit and enjoyment from a responsible approach to seafaring. Nevertheless there is, and probably always will be, a small minority of inexperienced seafarers or sea users, some of whose occasionally foolhardy exploits do cause concern. But what must be understood is that even the best equipment and training cannot guarantee a safe passage and everybody using the sea, whether professionally or for their pleasure, has a duty to support the RNLI. The Institution, in its turn, has



Helmsman Alan Clarke.

served seafarers well by providing a highly efficient rescue service for more than 160 years.

‘Next month I will be visiting the Douglas lifeboat in the Isle of Man, where our founder, Sir William Hillary, served in the crew for many years before the RNLI existed. It was this work as a lifeboatman which inspired him to found the Institution in 1824 on voluntary principles. As President of the RNLI, I am proud of the qualities of service built up over the years which I am quite certain will continue into the future.

‘High standards are apparent as soon as you step into a lifeboathouse. There you see a fine, modern lifeboat, polished, strong, and well designed and equipped. The crew's lifejackets and waterproofs are neatly arranged, ready for instant use. On the walls you see details of past rescues and perhaps photographs of former crews. Whether the station has a large lifeboat or an inflatable, you can sense the pride the crew has in its boat, the whole atmosphere is one of professionalism and efficiency.

‘The qualities of the fund raisers too are manifest wherever you go. The constant increase in our budget places heavy loads on them, and the great success of funds raised can be put down to their hard work, dedication, ingenuity and, I think, not least to their cheerfulness in which they go about their task, even if they may mean shaking a collecting box for hours in the pouring rain.

‘But at any lifeboat station, whether remote and isolated or in the centre of a thriving community, it is the quality of the lifeboat crew that impresses above all. A great deal is said about falling standards in so many parts of society, yet here we have a body of men and women whose dedication is as strong as ever. Young people continue to volunteer to join lifeboat crews and it is with them that the RNLI's future lies. If they start going to sea in the lifeboat, as most do, in their late teens or early twenties, they they will quickly build up the experience and knowledge needed and will also develop the kindness and compassion which typify lifeboat crews. They will become trained volunteers and learn professional lifesaving skills. With such people in the lifeboat service, we can all face the future with confidence.

‘The results of their work are admirably summed up, I think, by a postcard that I saw pinned up in the Wells lifeboat station, which both my wife and I have visited in recent years. It was written by a schoolgirl who had been out for a walk on the beach with some friends. Her friends had reached a sandbank and the incoming tide cut them off. She raised the alarm and the inflatable lifeboat sped to the rescue and saved the three boys. Later the schoolgirl wrote a simple postcard which said “Thank you for saving three boys from my class. Life



Second Coxswain Peter Bisson.

would be very dull without them.”

‘All of us in the RNLI can share that schoolgirl's thoughts. Life would be both dull and sad to thousands of families if the RNLI did not exist. By working together, with our crews carrying out the task of lifesaving and those ashore supporting their work, we can all be proud of a modern service for whom excellence is second nature.’

Long applause greeted the speech and when it had subsided Rear Admiral W. J. Graham, director of the RNLI, stood to read the citations of the three bravery medals which the Duke of Kent presented.

Helmsman Alan Clarke, Hunstanton, bronze medal

On March 31, 1985, Hunstanton lifeboat rescued a board sailor and recovered his board in a westerly gale and a rough sea. Helmsman Clarke took the Atlantic 21 rigid inflatable lifeboat, *Spirit of America*, into shallow water and, although grounding on two occasions and filling with each rolling sea, reached the exhausted man and, as he was blown alongside, took him and his craft aboard. (Full report, page 222, THE LIFEBOAT, Autumn 1985.)

Second Coxswain Peter Bisson, St Peter Port, bar to his bronze medal

On August 11, 1985, St Peter Port lifeboat towed the French yacht *Matam II* with a crew of three to safety in a strong southerly gale and a heavy breaking sea. Second Coxswain Bisson had to negotiate many rocks before he could bring the 52ft Arun class lifeboat, *Sir William Arnold*, close enough to the yacht to carry out the rescue. The lifeboat's inflatable dinghy was launched with three crew members on board and a towline was passed to the yacht. (Full report, page 256 THE LIFEBOAT, Winter 1985/6.)

Coxswain/Mechanic Ronald Cannon, Ramsgate, silver medal

On December 26, 1985, Ramsgate lifeboat towed the grounded French fishing vessel *Gloire à Marie II* with a crew of seven aboard clear of the shallows in a violent north-easterly storm and very heavy seas. In hazardous conditions Coxswain Cannon manoeuvred the 44ft Waveney class lifeboat *Ralph and Joy Swann* close to the fishing vessel and after two lifeboat crew members had boarded her, she



Coxswain/Mechanic Ronald Cannon.

was towed clear of danger. (Full report, page 5, this issue.)

It was then the turn of the voluntary workers to receive their awards, again presented by the Duke of Kent:

Honorary Life Governor

Mr N. Wells

Lifeboat day organiser of Kingston-upon-Thames branch from 1956 to 1977, and honorary secretary since 1956; awarded silver badge 1967 and gold badge 1979.

Mr L. W. Aplin

Honorary treasurer of Exeter branch from 1950 to 1963, honorary treasurer of Exmouth and Budleigh Salterton branch 1963 to 1978 and president since 1978, also honorary treasurer and organiser of the Exmouth display centre since 1979; awarded gold badge 1974.

Mr J. T. Sutton

Honorary treasurer of Kilmore Quay station branch from 1950 to 1966 and honorary secretary since 1966; awarded binoculars 1968 and gold badge 1979.

Mr H. N. Morrison MBE

Honorary secretary and treasurer of Barra Island station branch since 1946; awarded binoculars 1957, barometer 1968 and gold badge 1977.

Bar to Gold Badge

Mrs R. A. V. Maughan

Chairman of Wimbleton branch since 1946; awarded silver badge 1961, and gold badge 1970.

Mrs B. Morris

Committee member of Woolwich branch from 1947 to 1966, lifeboat week organiser 1947 to 1966, chairman 1966 to 1985 and president since 1985; awarded silver badge 1975 and gold badge 1979.

Mr H. J. Downing

Chairman of Stourbridge branch from 1963 to 1980, and president since 1980; awarded statuette 1973 and gold badge 1981.

Mrs D. G. Lanyon

Honorary secretary of Wellington branch from 1935 to 1959 and president since 1964; awarded gold badge 1959.

Mr C. Baxter

Honorary secretary of Kilkeel branch since 1958; awarded silver badge 1969 and gold badge 1979.

Gold Badge

Mr J. B. Webb

Honorary secretary of Crowborough branch 1951 to 1961 and chairman since 1961; awarded silver badge 1962.

Mr J. C. Kennedy

Crew member at Newquay from 1939 to 1945, unofficial fund raiser 1945 to 1965 and chairman of Newquay station branch since 1965; awarded silver badge 1970.

Mr J. A. B. Hoare

Committee member of Tiverton branch from 1947 to 1961, assistant honorary secretary and treasurer 1961 to 1975, president since 1970; awarded silver badge 1968.

Mrs G. Agate OBE

President of Aldeburgh ladies' lifeboat guild since 1962 and also chairman since 1966; awarded silver badge 1977.

Mr B. Griffith

Flag day organiser of Canvey Island branch from 1954 to 1967, honorary secretary since 1967 and president since 1983; awarded silver badge 1977.

Mrs G. T. Coughtrie

Convener house to house collections for Glasgow branch from 1955 to 1971, and honorary secretary of Hexham ladies' lifeboat guild since 1973; awarded silver badge in 1971 for her work in Glasgow.

Mrs E. Harbottle

Honorary treasurer of Hexham ladies' lifeboat guild since 1961, vice president from 1977 to 1985 and chairman since 1985; awarded silver badge 1975.

Mrs R. Coates

Honorary secretary of Cleadon ladies' lifeboat guild since 1962; awarded silver badge 1976.

Captain E. Senior

Honorary secretary of Grimsby branch since 1962; awarded silver badge 1975.

Mrs J. R. Garside

Committee member of Golcar ladies' lifeboat guild from 1928 to 1930, vice president 1930 to 1944 and president since 1944; awarded silver badge 1961.

Mr J. K. Milroy

Chairman of Ayr branch since 1962; awarded silver badge 1973.

Mrs E. Robb

Honorary secretary of Connemara branch since 1964; awarded silver badge 1972.

Mrs S. W. Whateley

Assistant honorary secretary and

treasurer of Bude branch from 1941 to 1971, honorary secretary from 1971 to 1975, honorary treasurer (guild) since 1976, president (branch) since 1982; awarded silver badge 1971.

Mr S. W. Whateley

Honorary secretary Bude financial branch 1954 to 1966, honorary secretary Bude station branch 1966 to 1986; awarded silver badge 1965 and binoculars 1977.

Mr R. H. Reay

Committee member of North Sunderland station branch from 1951 to 1952, assistant honorary secretary 1960 and honorary secretary since 1960; awarded binoculars 1975.

Mr F. N. Ball

Assistant honorary secretary of Skegness station branch from 1964 to 1965, honorary secretary since 1965; awarded binoculars 1975.

Mr J. K. Boardman

Honorary secretary of Littlestone station branch from 1966; binoculars 1976.

Mr R. Oxley JP

Honorary secretary of Walton and Frinton station branch from 1960 to 1980 and chairman since 1980; awarded binoculars 1981.

Mr W. P. Budgett

Honorary secretary of Salcombe station branch since 1965 and chairman since 1981; awarded barometer 1977.

Mr C. H. Gill, JP CP

Committee member of Douglas station branch 1934 to 1961 and president since 1961; awarded silver badge 1970.

Mr F. P. Mongey

Honorary secretary of Tramore station branch from 1964 to 1984 and chairman since 1984; awarded binoculars 1977.

Mr J. Groat MBE

Honorary secretary of Longhope station branch since 1962; awarded statuette 1969 and binoculars 1977.

Mr J. P. McWhirter

Acting launching authority of Campbeltown station branch 1938 to 1948, assistant honorary secretary 1948 to 1969 and honorary secretary since 1969; awarded silver badge 1970 and binoculars 1980.

Dr R. N. Rutherford

Honorary secretary of Kirkcudbright station branch 1964 to 1973, honorary medical adviser since 1961 and vice-president since 1981; awarded binoculars 1974.

The end of the proceedings came as Brigadier Robertson, a vice-president of the RNLI, paid tribute to the President and expressed the official thanks of the meeting for his address, for presenting the awards and for the time he gives each year to the affairs of the RNLI.



Only Fools and Horses . . . ?

Ray Kipling, the RNLi's public relations officer, takes a closer look at the rescue statistics over the last 20 years.

WHAT HAVE a man on a bicycle, a man in a barrel, a pheasant, a butterfly and a horse got in common? They have all been rescued by lifeboats and their exploits hit the headlines, perhaps distorting people's ideas on the work of the modern lifeboat service. A careful look at the statistics brings a better perspective and proves that it is not only fools and horses that cause lifeboat launches. To help analyse the trends, a table of figures for the years 1965, 1975 and 1985 is produced below. The compar-

isons are almost exact though the rescues are now analysed into more categories than they were 20 years ago. Nevertheless, some distinct trends emerge.

MERCHANT VESSELS

The lifeboat service is as relevant to merchant shipping as it ever was and there is no decline in rescues from ships. In addition to the rescues, a number of sick seamen are landed from ships each year. With over 90% of Britain and

Ireland's trade carried by sea, the RNLi's protection will always be needed. If merchant vessels are in serious trouble, it is likely that the weather will be extreme and the lifeboat's job will be difficult and dangerous. This is proved by the fact that all but one of the RNLi gold medals awarded since the Second World War have been for rescues from merchant vessels (1959 Coxswain Richard Evans, Moelfre, rescued eight from mv *Hindlea*; 1963 Coxswain Hubert Petit, St Peter Port, rescued nine from mv *Johan Collett*; 1967 Lt Cdr Harold Harvey, lifeboat inspector aboard Holyhead lifeboat and Coxswain Richard Evans, Moelfre, rescued 15 from mv *Nafsiporos*; 1976 Acting Coxswain Keith Bower, Torbay, rescued 10 from mv *Lyrma*; 1979 Coxswain Brian Bevan, Humber, rescued four from mv *Revi*; 1981 Coxswain Trevelyan Richards, Penlee, rescued four from mv *Union Star* before both the lifeboat and the *Union Star* were lost with all hands; 1981 Coxswain Michael Scales, St Peter Port, rescued 29 from mv *Bonita*).

FISHING VESSELS

There has been a steady increase in services to fishing vessels. As with merchant vessels, services to fishing vessels are likely to be prolonged and in bad weather. In many cases, vessels are escorted to harbour in adverse conditions or towed to safety. The combined services to merchant and fishing vessels, which are the traditional work of the RNLi, continue to call on the time, energy and skills of lifeboat crews.

PLEASURE CRAFT

Whilst it is meaningless and unfair to lump together everything from the ocean going yacht to the rowing boat under the term pleasure craft, the public often make no distinction and think of everybody at sea for pleasure as "weekend sailors" or "captain calamities". As is so often the case, the lunatic

LAUNCHES BY LIFEBOATS - AND WHO NEEDED THEM

Type of Casualty	1965			1975			1985		
	LB	ILB	Total	LB	ILB	Total	LB	ILB	Total
Fishing vessels	196	11	207	265	73	338	405	134	539
Merchant and military vessels	105	8	113	83	12	95	116	25	141
Sailing pleasure craft	238	159	397	267	352	619	493	875	1,368
Powered pleasure craft				214	393	607	228	452	680
Manual pleasure craft	140	153	293	66	310	376	54	272	326
People cut off by tide, etc	165	84	249	25	144	139	28	105	133
Swimmers, divers				19	157	176	40	96	136
Aircraft	17	1	18	11	7	18	34	9	43
Unidentified distress signals	177	46	223	135	81	216	112	86	198
Miscellaneous				54	174	228	130	170	300

LB = Lifeboats over 10 metres

ILB = Inflatable and rigid inflatable lifeboats

fringe attract the media attention while the majority of boat owners take a more responsible approach.

Safety advice is freely available from HM Coastguard. The RYA can advise on training. VHF radio and distress flares, lifejackets and basic survival gear are very cheap in comparison to the other costs of boating. The RNLI reacted to the increase in pleasure boating by introducing inflatable lifeboats in 1963 and now the inflatables and rigid inflatables form half the lifeboat fleet and perform over half the rescues.

Because of their speed, and the nature of their work, these lifeboats tend to spend less time at sea than the larger lifeboats. Inevitably, as more people use the sea for pleasure, there will be more calls on the RNLI, often from reasonably experienced people who have taken adequate precautions and who may get into trouble through no fault of their own. However, the RNLI is not a get-you-home service and lifeboats have the task of saving lives at sea, not towing in boats.

Yachts

There is a steady increase in calls to yachts, both mono and multihulls. The most common causes are stranding, adverse conditions, steering failure, sail failure/dismasting and, where an auxiliary engine is fitted, machinery failure.

Motorboats

Again there is a steady increase in calls and not surprisingly the main cause is machinery failure. In the case of both yachts and motor boats, capsize and man overboard account for relatively few calls but most deaths.

Rowing boats, air beds, rubber dinghies

Every year there are tragedies caused by rubber dinghies and air beds being swept out to sea. Lifeboat crews are often extremely angry when parents have not taken elementary safety precautions to protect their children and the lifeboat's sad job is to land a body.

Sailing dinghies

Capsize, which can often place lives at risk, accounts for two thirds of lifeboat calls to sailing dinghies.

Sailboards

There has been a huge increase in services to sailboards from nothing a few years ago to 520 calls and 285 lives saved in 1985. Eighty per cent of the calls were due to adverse weather and of these 38 were carried out in winds over force 7 and 17 took place after dark. Clearly some board sailors are not taking enough care.

Whichever way the figures are twisted, one conclusion stands out; the RNLI provides a vital service to all seafarers and none should ignore it.



photograph (above) by courtesy of Paul Berriff



photograph (below) by courtesy of Southend Evening Echo





CEREMONIES



Newhaven, May 27, 1986

When Mrs Esmé Anderson presented the 52ft Arun class lifeboat *Keith Anderson* to Newhaven on the afternoon of Tuesday May 27, she wanted everyone at the ceremony to know a little about her late husband, whose name she was soon to give the lifeboat. He was a man, she said . . .

‘ . . . who believed always in being helpful to others and a lifeboat could be no better illustration of such a creed.’

It can only be a coincidence that Newhaven’s very first lifeboat stationed there in 1852 was named *Friend in Need*.

Plenty of Mrs Anderson’s friends had come down to Newhaven to join the friends and supporters of Newhaven lifeboat on the quayside on what was a blustery but sunny May afternoon. The station branch president, The Viscount Hampden extended a warm welcome to all the guests who were then given a description by John Caldwell, deputy divisional inspector for the south east, of the 52ft Arun class lifeboat, her equipment and her impressive capabilities.

In officially presenting the lifeboat to the RNLI, Mrs Anderson said that the occasion made her feel ten feet tall. She had a lot to be grateful for, she said, and thanked her friend Lady Milner of the Central London ladies lifeboat committee for suggesting that she might like to commemorate her husband by donating



Coxswain Len Patten and his crew give three cheers for Mrs Anderson.

photograph by courtesy of Jeff Morris

a lifeboat. She also thanked the lifeboat crew for all that they were doing.

The Duke of Atholl, chairman of the RNLI, in accepting the lifeboat and delivering it to the care of Newhaven, assured Mrs Anderson of exactly how much everyone in the RNLI appreciated her generous gift. Mr G. W. Sargeant, branch chairman, accepted

the lifeboat with pleasure, describing her as the finest in the RNLI fleet. Since she had arrived in 1985 she had already launched 33 times on service and saved four lives.

The Vicar of Staplefield, the Reverend A. E. T. Hobbs, led the service of dedication which followed and then Mrs Anderson was invited to christen



Southend-on-Sea, May 2, 1986: on a brilliant day, with bunting splashing colour across the blue skies, *Princess Anne* came to Southend-on-Sea to name a new lifeboat after a local hero. She met and talked to station officials, crew members and their families and was presented with a bouquet by a heart-stealing three-year-old, Kirstie Legourne. The *Princess* met the widow and son of Percy Garon after whom the new lifeboat, like its predecessor, is named. Mr Garon MC, GM was one of the few Southend men to be decorated in both World Wars and was a member of Southend RNLI branch from 1934 until his death in 1979, holding the position of honorary secretary for many years.

In his speech, Mr Raymond Baxter, a member of the Committee of Management, said how appropriate it was that *Princess Anne* should

name the Atlantic 21 ‘the only class of RNLI lifeboat controlled from what can only be described as a saddle, complete with stirrups, into which the feet are inserted—heels well down, of course—not only to ensure staying on board over the bigger jumps, but also to facilitate responsive control of immense power and outstandingly well bred performance, however demanding the course or the going.’

Princess Anne replied that she had been disappointed when she was told that she would not have time for a trip on board the lifeboat and, having seen it, even more so. She then named the lifeboat *Percy Garon II* amidst cheers from the crowd and a cacophony of hoots, whistles and toots from the Thames barges, Sheerness lifeboat and other craft moored nearby.

photograph by courtesy of Studio 77, Southend.



CEREMONIES



Mrs Anderson aboard Keith Anderson with (l) the Duke of Atholl and (r) Viscount Hampden. photograph by courtesy of Jeff Morris

Keith Anderson. Champagne showered the foredeck, and the crew and guests gave three cheers as Mrs Anderson led the official party down to the quayside to the lifeboat where she was welcomed aboard by Coxswain Len Patten. He showed her to the upper steering position and then headed out into the harbour for a brief demonstration of the new lifeboat's prowess.—E.W-W.

Donaghadee, May 24, 1986

Donaghadee was in festive mood with yachts and fishing vessels crowding the harbour for the naming ceremony of the Arun class lifeboat *City of Belfast*.

The chairman of Donaghadee RNLI branch, Mr Eric Reynolds, welcomed the guests. Mr Charles Neill OBE, a Belfast harbour commissioner, then presented *City of Belfast* to the RNLI on behalf of the patrons of the special appeal and its many subscribers. Vice-Admiral Sir Arthur Hezlet, a vice-president of the Institution, accepted the lifeboat and handed her into the care of Donaghadee station branch. Mr Bill Sherrard, honorary secretary of Donaghadee accepted the lifeboat on behalf of the station.

The Salvation Army Band and the choir of Donaghadee Primary School provided the musical accompaniment



Donaghadee harbour during the naming of *City of Belfast*. photograph by courtesy of Colin Watson



City of Belfast and her crew.

and a thousand voices joined in the service of dedication conducted by the ministers of the town. Then, amid great excitement, the Lord Mayor of Belfast, Alderman John Carson CBE, sent the champagne bottle crashing on to the lifeboat's bow and named her *City of Belfast*. On the deck of Ulster's newest lifeboat proudly stood her crew, including Ruth Lennon, daughter of Coxswain Willie Lennon, preserving a family tradition of lifeboat service going back four generations.

The ladies' guild of Donaghadee provided a super afternoon tea party for some 600 guests, many of whom had travelled long distances to share in this memorable occasion.

This Arun class is the first lifeboat to bear the name *City of Belfast*. The £390,000 lifeboat was provided by an appeal to the people and business community of Northern Ireland, which has

raised over £200,000, half the cost of the boat, with the remainder coming from RNLI headquarters. Since Donaghadee lifeboat station was established in 1910, 419 services have been carried out and 269 lives saved.—M.E.D.

Holyhead, April 26, 1986

The sun shone brilliantly on the morning of Saturday April 26 and the cool breeze fluttered the flags and bunting at the naming ceremony of Holyhead's new 47ft Tyne class lifeboat *St Cybi II* (Civil Service No 40). Guests of honour at the ceremony were Sir Robert Armstrong, head of the civil service, and Lady Armstrong.

At the opening of the ceremony, Nia Drinkwater, Adrienne Owen and Neil Thomson presented Lady Armstrong with a bouquet of flowers and Sir Robert and Lady Armstrong each with a commemorative programme.

The Right Honourable the Lord Stanley of Alderley, president of Holyhead lifeboat station and a member of the RNLI's committee of management, opened the proceedings and welcomed guests and visitors. The lifeboat, a gift of the Civil Service, Post Office and British Telecom fund was then delivered to the RNLI by Sir Robert Armstrong. The chairman of the RNLI, The Duke of Atholl, accepted the lifeboat on behalf of the RNLI and handed it to the care of Holyhead lifeboat station. In accepting the lifeboat, the station honorary secretary, Mr Mac Burnell, said how delighted the lifeboat crew were to have a new Tyne class and how much they appreciated having a lifeboat which could be kept in the boathouse.

A service of dedication followed, conducted by the Bishop of Bangor, The Right Reverend John Mears, assisted by the Reverend Canon Hywyn



Lady Armstrong names the new Holyhead lifeboat. photograph by courtesy of Jeff Morris



Holyhead lifeboat launches before her naming.

photograph by courtesy of Jeff Morris

Jones and the Reverend Henry James. In conclusion, the chairman of Holyhead lifeboat station, Dr Tudor Lloyd invited Lady Armstrong to name the lifeboat *St Cybi II* (*Civil Service No 40*). Sir Robert and Lady Armstrong and other representatives of CISPOTEL then boarded the lifeboat for a short trip around the harbour while a helicopter from RAF Valley flew overhead carrying an RNLI flag.

After the ceremony, invited guests retired to the Trinity House adjacent to the naming ceremony site where Holyhead ladies' guild and Rhosneigr branch provided guests with a superb lunch.—A.W.



Littlehampton, April 26, 1986: Lavinia Duchess of Norfolk, pictured soon after she had named Littlehampton's new Atlantic 21 rigid inflatable lifeboat, *Blue Peter I*. The lifeboat, one of five recently funded by the BBC's highly successful Blue Peter lifesaver appeal for buttons and postcards, replaces an earlier Atlantic 21 which was also funded by Blue Peter in 1972.

Three children from Littlehampton school were asked to represent Blue Peter viewers by presenting the lifeboat to the RNLI and they are photographed here aboard the lifeboat. (l to r) Andrea Westley, Samantha Bland, and Peter Lavallee. With them is young Martin Shanks who presented a bouquet to the Duchess, and whose crew member father Chris Shanks is standing (far l) in the boat. The other two crew members are Helmsman David Martin and (r) Michael Bentley. Since Littlehampton lifeboat station was re-opened in 1967, there have been 705 launches with 209 lives saved.

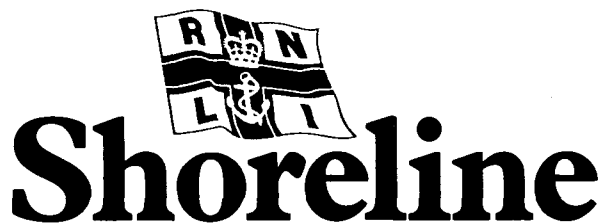


Kinghorn, April 5, 1986: Dr R. M. L. Weir (l), honorary secretary and Mr Steve West, representing the Co-op in Scotland, shake hands in front of the station's new 17ft 6in in C class inflatable lifeboat on the day of her official dedication and handing over. The lifeboat was provided by a joint promotion run by Ind Coope Alloa Brewery Co Ltd and the Co-op in Scotland, together with a donation from the Afton Clyde Charitable Trust. photograph by courtesy of Ian Rice

Arran, Lamlash, April 19, 1986

Sir Charles McGrigor, Bt, Convener of the Scottish Lifeboat Council and Rear Admiral W. J. Graham, director of the RNLI, were present for the official opening of the lifeboathouse and dedication of the station's D class lifeboat. Mrs Anne Spiers, who had provided the land for the building in memory of her

husband Harold, opened the boat-house. The cost of the building itself was met by a legacy from the late Mrs Mary Currie, in memory of the crew of the steamship *Ceramic*. The lifeboat has been on station since January 1984 and was paid for by an appeal run by Lamlash station branch.



Your regional office

Not all Shoreline members know where to find their regional office. Regional organisers look after all fund raising activities within their area and for any enquiry you may have about your local branch or any other fund raising matter please get in touch with the office that covers your area.

Scottish Region

K. Thirlwell Esq, RNLI, 26 Rutland Square, Edinburgh EH1 2RL. Tel: 031-229 2206.

For: The whole of Scotland.

Irish Republic

J. L. Kavanagh Esq, RNLI, 3 Clare Street, Dublin. Tel: Dublin (0001) 762217 and 767959.

For: The whole of Eire.

Northern Ireland

Mrs M. E. Duffin, RNLI, 33 Saintfield Road, Belfast BT8 4AF. Tel: Belfast (0232) 645645 and 642654.

For: The whole of Northern Ireland.

North West Region

D. M. Jones Esq, RNLI, 131 Royal Exchange, Manchester M2 7BY. Tel: 061-834 6978.

For: Cheshire, Cumbria, Derbyshire, Greater Manchester, Isle of Man, Lancashire, Merseyside, and parts of North Yorkshire.

North East Region

B. H. Stevenson Esq, RNLI, The Mill, Glasshouses, Nr Harrogate, North Yorkshire HG3 5QH. Tel: (0423) 711667.

For: Cleveland, Co Durham, Humberside, Lincolnshire, Northumberland, North Yorkshire, Nottinghamshire, Tyne and Wear, South Yorkshire, West Yorkshire.

Welsh Region

Miss A. Williams, RNLI, Caerwys House, Windsor Lane, Cardiff, South Glamorgan CF1 3DE. Tel: (0222) 394546/7.

For: The whole of Wales, Hereford and Shropshire.

Midlands Region

R. Mann Esq, RNLI, 16 Harborne Road, Birmingham B15 3AA. Tel: 021-454 3009.

For: Warwickshire, Staffordshire, West Midlands, Worcestershire.

Eastern Region

G. E. Price Esq, RNLI, Aldham Road, Hadleigh, Suffolk IP7 6BJ. Tel: (0473) 822837.

For: Bedfordshire, Buckinghamshire, Cambridgeshire, Essex, Hertfordshire, Leicestershire, Norfolk, Northamptonshire, Suffolk.

South Western Region

A. Young Esq, RNLI, Princes Wharf, Wapping Road, Bristol BS1 1RN. Tel: (0272) 291939 and 273853.

For: Avon, Cornwall, Devon, Gloucestershire, Somerset.

Southern Region

Mrs W. Nelson, RNLI, 25 East Street, Wimborne Minster, Dorset BH21 1DU. Tel: (0202) 888835.

For: Berkshire, Dorset, Hampshire, Isle of Wight, Oxfordshire, Wiltshire.

South East Region

M. J. Ashley Esq, RNLI, River House, Bell Lane, Uckfield, Sussex TN22 1AE. Tel: (0825) 61466.

For: Kent, Surrey, Sussex.

North London Region

Miss S. Steer, RNLI, 10-12 St Albans Road, Barnet, Hertfordshire EN5 4JX. Tel: 01-441 0997.

For: North London and parts of Essex, Hertfordshire and Middlesex.

South London Region

Captain G. Garrick, RNLI, 50 Burnhill Road, Beckenham, Kent BR3 3LA. Tel: 01-658 8058.

For: South London and parts of Kent and Surrey.

Special message to Shoreline members from RNLI director, Rear Admiral W. J. Graham:

'I want to thank all those Shoreline members and governors who have responded so promptly to our request to raise their subscription to the level of the new rates announced at the beginning of the year.

'I am glad that so many of you realise that subscription rates have to be increased from time to time. This allows us to maintain our service to subscribers and at the same time to ensure that the maximum possible proportion of their payment goes to help the lifeboat cause. Your support, I assure you, is of very real value to the Institution.'

Club and branch news

John and Betty Harper of the Esplanade Hotel, Southend-on-Sea, have been a great help to Shoreline Club No 3 over the years. The club's president, Martin Kemp, presented them with a plaque at a recent darts and yard-o-ale contest which was run at the hotel and which, with the help of a raffle, made a very creditable £286.80 for the local lifeboat station.

The Leeds Industrial Co-operative Society recently nominated the RNLI as their charity of the month. There was some work involved for Leeds Shoreline branch who visited all their stores to empty special boxes which are put out to collect unwanted Co-op

dividend stamps. The month's takings amounted to a cash value of £207, fortunately the branch was not asked to lick and stick the stamps into books!

Take care

A recent survey showed that over 60 per cent of Shoreline members either own a boat or spend some of their spare time on the water. Let us hope that the rest of this summer's weather is kinder than last year and that members can spend some enjoyable and trouble-free days around our shores. All that lifeboatmen would ask is that you are always prepared for trouble and ready to cope with the unexpected.

Insignia available (to Shoreline members only)		To: The Director, RNLI, West Quay Road, Poole, Dorset BH15 1HZ.
Description	Price	
5" Dinghy Burgee	£4.00	I wish to join Shoreline. Here is my subscription. Member £6 p.a. <input type="checkbox"/>
Sterling Silver Marcasite Brooch in gift box	£18.40	Family Membership £9 p.a. <input type="checkbox"/>
Silkscreened Gilt Cuff Links in gift box	£5.60	Governor £20 or more p.a. <input type="checkbox"/>
All Metal Car Badge	£4.80	Life Governor £200 or more <input type="checkbox"/>
12" Hoist Flag	£3.80	And/or: please send me the following insignia:
8" Hoist Flag	£2.80	.....
Gilt and Enamel Stick Pin	£1.00	.....
Gilt and Enamel Gents Lapel Badge	£1.15	.....
Gilt and Enamel Ladies Brooch	£1.00	.....
Gilt and Enamel Tie Tack	£1.30	Name:.....
3" Diameter Anorak Badge	£0.65	.....
Terylene Tie—blue, green, brown, maroon*	£3.95	Address:.....
Navy Blue Sweat Shirt (XL, L, M, S*)	£9.15	.....
Navy Blue Acrylic V-Neck Sweater (32, 34, 36, 38, 40, 42, 44*)	£10.00	.....
Cream or Maroon Pure Wool Sleeveless Sweater (XL, L, M, S*)	£14.25	.....
Shoreline Member's Replacement Windscreen Sticker	£0.20	.....
*Delete as necessary		.....
I enclose cheque/P.O.*	£	.....
(Made payable to RNLI)		.....



1.



2.



3.



4.

Ever Ready

The unexpected can often make an exercise more real than anyone intended. This is how Ramsgate lifeboatmen passed an extra test of skill with flying colours. Photographs are by courtesy of Jim Byrne, the story is told by Georgette Purches.

WHAT IS BELIEVED TO BE the first ever evacuation exercise from a cross-channel ferry in British waters was held on Monday January 13, 1986. 98 'passengers', Royal Marines and WRNs from RM Depot Deal, were evacuated from the Sally Line ferry *The Viking*. Two helicopters from 22 Squadron RAF Manston, lifeboats from Sheerness, Margate and Ramsgate worked together to evacuate the 'survivors'.

The exercise took two hours to complete because each rescue phase was carefully timed and monitored by the directing staff. The ship's lifeboats were not used and the car deck was out of action because of a 'fire'. The only escape was down via the ship's ladders

or up by winch into a helicopter.

A moment of real emergency arose when a liferaft with 22 'passengers' on board, deflated. The liferaft, on loan from the Ministry of Defence to save the ferry the cost of repacking their own, was moored by a painter to the side of the ferry. This painter came under considerable strain and it appears that one of the 'survivors' tugged too hard and a piece of the side of the liferaft became detached. This deflated the top half of the liferaft and Ramsgate's 44ft Waveney class lifeboat came alongside immediately to take the occupants aboard (photo 1). In the process, the liferaft's bottom section was also punctured, possibly against the

side of the ferry, which turned the evacuation from a precaution into an urgent necessity.

Ramsgate's coxswain showed skilful seamanship by preventing his stern from sandwiching the liferaft during the transfer. Survivors, including one Wren, were hauled over the stern of the lifeboat (photo 2). Realising that all speed was required, Ramsgate's Atlantic 21 rigid inflatable lifeboat drove in and helped haul survivors aboard (photo 3). The liferaft was emptied in a minute and a half with, as Commander George Cooper, deputy chief of operations for the RNLI who was conducting the exercise, said: 'no one even getting their feet wet' (photo 4).

The exercise was acclaimed as a great success when members of the RNLI, Royal Marines, RAF, HM Coastguard, Sally Line and the Department of Trade met to discuss their findings four days later. Six weeks later a working party met to produce a report and recommendations. This report was presented to the UK Government Search and Rescue Committee on April 29, 1986.

Letters . . .

Still going strong

It may be of interest to some of your readers that the actual barometer featured on p. 312 of your Spring 1986 edition is still in good working order and situated in a glass panelled recess in a wall at the village of Alnmouth in Northumberland.—JOHN R. LITTLE, District Controller, HM Coastguard, Tynemouth.

Playing our song

As box secretary for the Winchester Branch, I visit many different places to empty boxes. Recently I visited a pub and found the landlord practising on an organ which was installed in the saloon bar. As I was counting the money he started to play *Eternal Father*, our lifeboat hymn, and continued for several minutes. I found it quite stirring and mused to myself as to the place and occasion for such a rendering.—DERRICK WATERS, Winchester, Hants.

Seafarers' memorial

We are in the process of preparing a Book of Remembrance to contain names of seafarers who originated from the West Country, and who either lost their lives at sea, away from home, or who spent all their lives working at sea and have no other memorial. The Book of Remembrance is to be placed in the small chapel at the Avonmouth International Seafarers Centre, and will be open to view any evening of the year.

The Avonmouth International Seafarers Centre was formed in 1982, and is jointly run by the Apostleship of the Sea (Roman Catholic), The Missions to Seamen (Anglican) and the British Sailors Society (Non-Denominational). Its concern is the caring and welfare of seafarers at Avonmouth and its premises previously housed the Merchant Navy Welfare Board Club.

The Centre wishes to hear of names to include in the Book of Remembrance. For further details please write to the Avonmouth International Seafarers Centre, Gloucester Road, Avonmouth, Bristol BS11 9AQ (stamped and addressed envelope would be very much appreciated), or contact by telephone on Avonmouth (0272) 822335.—MRS ETHEL THOMAS, Avonmouth, Bristol.

Thanks, Salcombe

I am writing to you to convey my thanks to the crew of the Salcombe lifeboat whom we called out to aid us on the afternoon of Easter Monday, March 31. The vessel, a thirty-five foot motor

Summer of '37

Recently I came across some old photographs which I am sending to you hoping they will be of interest. In 1937 we were spending a family holiday in St Ives, Cornwall, and one day during our first week we found ourselves, with other holidaymakers, watching a practice launch of the lifeboat. As one of the photographs shows, this involved manually hauling the lifeboat along the harbour to a slipway, down to the beach and across the sands to the sea. It seemed a laborious exercise, especially with the tide out, but there was no shortage of willing hands.

The following week, the efficiency of this practice was put to the test when a foreign cargo ship, *Aida Lauro*, strayed on to the rocks during a night of sea fog. We heard the maroons early that morning and my father woke us and drove us further along the coast to the site of the wreck [below r]. By then most of the action was over; the last of the survivors had been brought ashore by breeches buoy and were sitting on the cliffs looking very dejected. All were taken to the Salvation Army hostel in St Ives and given hospitality.

I remember my family being quite overwhelmed by the news of the disaster at St Ives in 1939 when all but one of the crew were lost in a further rescue attempt. My mother, who had by then taken on the organising of Lifeboat Day for Willesden (NW London) had a further glimpse of this tragedy when, at the next Annual Meeting, presided over by the present Duke of Kent's father, she witnessed the widows of these brave men receiving their husbands' posthumous gallantry awards.—MONICA ROBINSON, Somersham, Huntingdon.

yacht, *Aqua Cheetah*, of which I was would-be skipper, was on passage from Plymouth to Dartmouth.

We left in what we understood to be a force 5 or 6 with the sea 'a bit bumpy'. As we approached the Bolt Tail, the seas, coming from the south west became very steep. We came up behind a large wave and came off the other side as though we were falling off a block of flats. The vessel submarined nose first into the next wave.

The impact removed the entire windscreen and metal framework and most of the roof, throwing me through the teak aft cabin doors (which were closed, and consequently smashed to bits) and breaking my forearm and collar bone. I was washed into the aft cabin with about 1000 gallons of water and thought, in fact, that I had gone overboard. I might add that the sea is like ice at the end of March!

Feeling around me it was instantly evident that I was in the cabin which was filled to the roof with water; I thought at this point that the boat had sunk with me in it. On surfacing in the



aft cabin stairwell you can imagine my relief in finding not only the other crew members were not washed overboard but that we were still afloat with both engines running.

The weight of water aft and the relatively water-free forward cabin caused the boat to rise and not sink. The instrument console was broken away by the force of the water rendering the throttles, which were nearly fully open, unmoveable. I instantly made the distress call on channel 16 from the radio (which was intermittent but mounted high on the forward cabin bulkhead and therefore relatively dry) informing Brixham coastguard of our position and situation.

I asked for the lifeboat to be launched, believing that we might go down at any second with continuous waves breaking over the vessel. All three bilge pumps were running at this stage and forcing the boat into the weather so we were able to keep the water level down. I took the helm at this point and headed east for Salcombe River around Bolt Head. On seeing the lifeboat I launched

a red parachute flare to show our position.

The radio which had packed up after continuous drenching started working again and I was able to speak to the lifeboat informing them that I felt that we should keep heading inshore because of the danger of cutting the engine and not being able to start them again, with so much water in the electrics. The lifeboat escorted us in over the bar and into the inner harbour where we managed to moor up to a fishing boat.

In summing up, I would like to say that I think we had a narrow scrape and it was only by the narrowest margin that we weren't all in a watery grave, being searched for by the lifeboat crew who came out without a thought for themselves in the terrible weather that day. Many thanks again from the crew and myself.—ROGER COLE, Long Cichel, Dorset.

Pillar talk

I wonder if you and the many collectors working round the country on Lifeboat Day would be interested in the following letter printed in the *Maryport Advertiser and Weekly News* of July 2, 1876.

Mr Editor,

I am the solitary Lifeboat Pillar Box stationed on the pier, and have to report an act of unwonted liberality of some person or persons unknown. On Monday, when I counted over my takings for four months, among 12/- all copper, and 2/- all silver, I found a golden sovereign—actually a sovereign of the reign of her present Most Gracious Majesty. I receive at all

Tricky manoeuvre

Following your news item about the exercise with a passenger vessel as described in the spring LIFEBOAT magazine, I thought you may be interested in the enclosed action shot.

Harwich lifeboat was launched on service to the aid of a passenger with a suspected heart attack on the passenger ship Dana Anglia. The call was received at about 1800 hours from Harwich Harbour Port Control on Saturday April 5. The message stated that Dana Anglia was returning to harbour at full speed and requested a rendezvous with Harwich lifeboat in the harbour approaches. The patient, Mr Torben Andersen, from Odense in Denmark was successfully transferred to the lifeboat and was landed at Harwich to a waiting ambulance.

The photograph highlights the problems of transferring people in stretchers. The pilot door was the lowest position on the ship. Fortunately the ship's master made a good lee but in any sea conditions the transfer can be hazardous and requires good co-ordination between the ship's master and the lifeboat coxswain.—CAPT RODERICK SHAW, Honorary Secretary and PRO, Harwich and Dovercourt branch.



times a quantity of buttons, Lucifer matches, old copper tokens, etc, but I never previously received a veritable sovereign, and cannot yet help thinking it has been dropped into my mouth as a farthing. At the same time taking into view the pressing demands of the Maryport lifeboat, whose servant I am, I trust that nobody will put in a claim for its restitution from me, the

said poor old neglected LIFEBOAT PILLAR BOX. Maryport, June 30, 1876.'

As I had recently spent a disappointing day in Knightsbridge, collecting a sum rather less than my previous years' total, I felt it might offer amusement and some consolation to other frustrated collectors.—FREDA GRAHAM, London W10.

Books ...

● To say that the colour photographs which fill *Lifeboat* (Franklin Watts) are enough to sell the book on its own is to do an injustice to Heather Deane's clear and concise description of the RNLI, how it works, what it comprises and how it arrived, through history, at its present state of development.

But the photographs, of sparkling colour and definition, do more than merely illustrate the story, they present the RNLI almost as large as life. Padstow lifeboat station, the crew and their new 47ft Tynes class lifeboat are featured to show what is expected of a lifeboatman of today. The book also examines how lifeboats are built, maintained and equipped, it visits RNLI headquarters and depot at Poole, and contains a remarkable cutaway drawing of the quayside workshops and stores. Although it has younger readers in mind, *Lifeboat* is an excellent exposi-

tion of the RNLI and should answer many questions from both young and old alike.

It is available from RNLI Trading Ltd, price £5.95 plus 80p post and packing.—E.W.W.

● Margaret Brown may not be as famous as Grace Darling but her heroism in a January gale in 1876 on the Northumberland coast is no less striking. The story of how the 27-year-old first helped form a human chain to pull four men from an up-turned boat and then ran five miles to Newbiggin through open country and across a flooded river to alert the rocket apparatus crew is vividly told in Jill Mitchell's *Story of the Cresswell Lifeboats*.

The women who launched the lifeboat and the men who crewed her were a hardy breed of fisherfolk and one family, the Browns, seemed to make up most of their number during the life of the station between 1875 and 1944. Every coxswain bore that surname and one of the booklet's interesting photographs shows an entire crew of Browns standing proudly before their lifeboat.

The booklet (produced by Jeff Morris) can be obtained by post from Mrs J. Mitchell, Green Gates, Cresswell, Morpeth, Northumberland, NE61 5JT. Price: £1.25 including postage and packing.—E.W.W.

● As well as producing Jill Mitchell's book, Jeff Morris has made a second addition to his series of lifeboat histories by writing *The Story of the New Brighton Lifeboats* (price £1.25 including post and packing, available from Mrs W. Jones, 64 Rolleston Drive, Wallasey, Merseyside, L45 6XF).

With his customary precision, Jeff Morris has chronicled the hectic history of this lifeboat station which, since it was first set up by the RNLI in 1863, (there were lifeboats independently run just along the coast at Magazines before this date), has seen no fewer than 19 different lifeboats saving over 1,100 lives.

The very first RNLI lifeboat at New Brighton was the innovatory tubular design, built of iron, resembling, to a certain extent, an oar-powered catamaran. The open-minded tradition of



R.N.L.I. NEWS

PEOPLE AND PLACES

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:

Bridlington

Coxswain F. Walkington

Bude

Crew Member M. M. Moyle

Burnham on Crouch

Crew Member D. R. A. Glaze

Galway Bay

Assistant Mechanic J. Mulkerrin

Margate

Crew Member L. A. Manning

Porthcawl

Crew Member K. E. Evans

Port Talbot

Crew Member N. McNaught
Shore Helper H. Butler

Tenby

Coxswain A. Thomas

OBITUARIES

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

February, 1986

Denis Hapgood, who was chairman of Wadebridge branch from 1977 to 1985.

Sidney Banister, honorary treasurer of Wadebridge branch since 1976.

April, 1986

Sir Philip Hay KCVO TD, an honorary life governor of the R.N.L.I. Sir Philip Hay was private secretary to HRH Princess Marina, Duchess of Kent when she was president of the Institution.

Rhys David Jones, coxswain of Barmouth lifeboat from 1960 to 1966. Mr Jones joined the crew in 1925, was bowman from 1955 to 1956 and second coxswain from 1956 to 1959.

May, 1986

Bryan Gerrard, who served the R.N.L.I. first as a boat mechanic then as fleet staff coxswain/mechanic. Mr Gerrard worked for the Institution for 27 years.

Miss B. Burrows, honorary box secretary of Maghull branch from 1972, having joined the branch when it was formed in 1966.

Winning ticket: Jan Harvey and Lord Stanley proclaim a winner together in the 33rd R.N.L.I. national lottery.
photograph by courtesy of Bournemouth Evening Echo.

A TUNE FAMILIAR TO MILLIONS greeted Jan Harvey as she arrived at R.N.L.I. headquarters to draw the 33rd national lottery on April 30; it was the theme to *Howard's Way*, the BBC TV series in which she stars. Miss Harvey had kindly travelled to Poole from Southampton where she was filming another series of the programme. Born in Penzance, she told everyone present that she felt honoured to be asked to make the draw; a good friend of hers was among the Penlee lifeboat crew lost in 1981 and she was glad to be able to help the R.N.L.I. in this way.

Supervising the draw for the first time was the new chairman of the fund raising committee, The Lord Stanley of Alderley. The prizewinners were:

£2,000: Mrs Holliday, Barnet, Herts.

£500: Mr and Mrs A. B. Churcher, Broadstone, Dorset.

£250: Mr J. P. Hamilton, London SW4.

£100: Mr Holder, Upton-upon-Severn, Worcestershire; Mrs C. Morris, Cromer, Norfolk; Susan Pattie, North Shields, Tyne and Wear; Mrs N. Tones, Durham; Mr H. F. Mitchell, Wood Green, London; Mr W. Dalkin, Poole, Dorset; Miss D. A. Berry, Dartford, Kent.

£50: Miss V. S. Lee, Smallfield, Surrey; Mr A. L. Hancock, Folkestone, Kent; Mr J. Drummond, Stevenage, Hertfordshire; Mr J. N. Jones, Stockton, Cleveland; Mrs J. M. Grant, Guildford, Surrey; Mr R. Carter, Harrogate, North Yorkshire; Mr J. Loveday, Warminster, Wiltshire; Sandra Brown, Stockport, Lancashire; Mr W. L. Guthrie, Dunbar; Lt Commander R. L. Lang-Hall, Wareham, Dorset.

The draw for the 34th national lottery will be held on July 31, 1986, at Poole head office.

On Station

THE FOLLOWING lifeboats have taken up station duties:

Portpatrick: 48ft 6in Solent class lifeboat ON 1021 (48-016), *Douglas Currie*, March 1, 1986.

Appledore: Atlantic 21 class lifeboat B565 *Manchester and District XXXII*, March 10, 1986.

Redcar: Atlantic 21 class lifeboat B514, March 22, 1986. (Relief fleet lifeboat temporarily allocated as station boat.)

Arranmore: 47ft Tyne class lifeboat, ON 1111 (47-009), *William Luckin*, April 5, 1986.

St Abbs: Atlantic 21 lifeboat B537, April 20, 1986. (Relief fleet lifeboat temporarily allocated as station boat.)

Lymington: Atlantic 21 lifeboat B566, June 2, 1986.

Mexico centenary

Please note time changes on Sunday July 27 at Lytham St Annes: Fisherman's service, Lytham, 1030. Procession to St Annes begins 1500. Service on St Annes Promenade, 1600.

Books, continued

New Brighton men in preparedness to accept new concepts showed itself again, much more recently, when in 1972 an Atlantic 21 rigid inflatable lifeboat was introduced at the station. This class of lifeboat very quickly proved itself and in 1974 Helmsman Bev Brown was awarded the Institution's silver medal for rescuing three men from a fishing boat.—E.W.W.

● A revised reprint of George Edmunds' *The Gower Coast* (£5.50 plus 75p post and packing, Regional Publications, Dept DBS, 5 Springfield Road, Abergavenny, Gwent, NP7 5TD) is now available. Apart from the local legend and folk memory that it covers, there is also a complete list of all known shipwrecks around the peninsula with many lifeboat rescue stories recounted. Some of the book's 60 photographs show old horse-drawn, pulling lifeboats.—E.W.W.

THE LIFEBOAT SERVICE—Past and Present

50 Years Ago

The following article appeared in the December, 1936, issue of THE LIFEBOAT:

The Last of the Life-boat Horses.

WHEN the motor life-boat *Royal Silver Jubilee, 1910-1935*, reached Wells, Norfolk, on 11th February of this year, and replaced the old pulling and sailing life-boat *Baltic*, the last team of horses for launching life-boats came to the end of its work. There are now only two horses left in the life-boat service. They are two of the horses of the Corporation of Hastings, which are used, not to haul the life-boat herself, but for turning the capstan which pulls her up the beach. Even these will soon be gone as an electric winch is to be installed at the Hastings station.

Thus passes away one of the most familiar and spectacular features of life-boat work, a feature at one time as familiar as the horses of the old fire-brigades. Another stage is ended in the process which began in 1904, and which will be completed in the next few years, of the mechanization of the life-boat fleet.

Though the last team has only just been withdrawn, horses have been very little used for many years. At station after station they have been replaced by motor caterpillar tractors. Sixteen years ago it was already clear that the "horse age" was coming to an end. There were then still twenty-five stations which used horses for launching, but the need of finding an alternative for launching was already urgent. Fewer and fewer horses were available. They were for the most part hired from farmers. Some farmers were then replacing them by caterpillar tractors. Others were reluctant to continue to hire them to life-boat stations for fear of injury, and the cost of hiring was becoming prohibitive. At some stations it was impossible to hire them at all. At others they had to be brought from such distances that there was much delay in launching.

Farm horses were being replaced by caterpillar tractors; and it was with these agricultural tractors, adapted to make them water-tight in shallow water, that the Institution made its first experiments at mechanical launching in 1920. The twenty-five stations which still had horses at that time were all round the coast, but the majority were on the East Coast: on the coasts of Yorkshire, Lincoln, Norfolk, Sussex, the Isle of Wight, Cornwall, the Channel Islands, Flintshire, Lancashire and Aberdeenshire. Now all the stations which still had horses then have either been closed or have been provided with tractors, of which the Institution has eighteen.

The change has added to the efficiency of the service, but it has taken from it something of its picturesqueness. When the alarm had been sounded the first man to arrive at the boat-house with his horse received an extra five shillings, and those who saw the race for the boat-house, and the team of four, six or eight horses taking the boat into the sea, will not easily forget what a fine sight it was.

In this farewell to horses two of the many services in which they took part

may be recalled. One of them is among the most remarkable launches—in difficulties overcome and distance covered—in the whole history of the Institution. The other is a reminder that horses as well as men have given their lives in the service.

A Launch Over Exmoor.

The first of these two launches was in January, 1899. On the night of the twelfth of that month, at the height of a westerly gale, news reached Lynmouth, Devon, that a vessel was in distress off Porlock. It was impossible to launch the life-boat in face of the gale. Instead it was decided to take her overland to Porlock. It seemed an impossible attempt. It meant climbing Countisbury Hill with its gradient of 1 in 4½, a thousand feet up to the open moor, crossing a very exposed part of Exmoor in the gale and the rain, going over Hawcombe Head, 1,400 feet above the sea, and then going down the very steep and winding hill into Porlock with one of the heaviest loads that had ever attempted that famous hill.

A team of sixteen to twenty horses was assembled; men were set forward with pick-axes and shovels to widen the road; and every available man and woman in the village turned out to help the horses up Countisbury Hill. The journey started at eight in the evening, by the light of flares and oil lanterns. It was not until six the next morning that the men and horses brought the life-boat into Porlock. She was launched at once, and the ship and her crew were saved.

Horses Drowned on the Yorkshire Coast.

The other launch was during the Great War. On the night of 18th March, 1915, a hurricane was blowing at Bridlington, Yorkshire, with thick snow, and it was bitterly cold. Just before eleven o'clock the life-boat was called out in answer to the flares of a mine-sweeper in distress. The life-boat was dragged along by hand for two miles. Then the horses took her out, crossing a sandbank, and brought her into deeper water. There a heavy sea struck her, overwhelming life-boat, men and horses. The life-boat was lifted right off her carriage. The carriage axle was broken. The men were washed off the horses. The horses were swept off their feet. The life-boat herself, only slightly damaged, was able to go on her way to the wreck, but one of the horsemen and two of the horses were drowned. Nor was that the end of the disaster of that disastrous wave. The life-boat reached the mine-sweeper, but was swept past her, and had to go ashore. The carriage was broken; it was impossible without it to launch her again; and twelve of the mine-sweeper's crew were lost.

These are two of the many stories in the Institution's records of the splendid work, now come to an end, which horses have done in the life-boat service.

Today's Lifeboatmen



After spending his early working years at sea as a deck apprentice Malcolm Macdonald came home to Stornoway in 1967 when he was appointed mechanic of the lifeboat. In 1979 he took over as coxswain/mechanic, a post which had earlier been held by his father. Only a year after becoming coxswain he was awarded the Institution's silver medal for rescuing 29 men from a fishing vessel on the rocks in a gale and very heavy seas. The daily upkeep of the lifeboat, a 52ft Arun class, takes up much of his time although carving the names of boats in wood and re-building his own boat are ways that he finds to relax.

Facts and Figures

In 1985 the RNLI's lifeboats launched 3,864 times (an average of ten times each day) and saved 1,742 lives (an average of over 4 people rescued each day). *Note to those entering Shoreline competition: the 1985 lives saved figure stood at 1,637 when the competition form went to press. It has since been up-dated to 1,742 but the earlier figure should be taken as correct for the purposes of the competition.*

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.

113,551 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



You would have to have exceptional hearing to claim that New Malden in South London was within the sound of Bow Bells, but this did not deter Alice Hodgkin (r), catering manager of Spillers Foods, New Malden from organising a Cockney evening in aid of the RNLI. She invited the Tottenham Pearly King and Queen, Harry and Shirley Tongue (l) and South London RNLI regional organiser, Geoffrey Garrick (3rd l). They and the other guests had a right royal knees-up with star turns like the Kitchen Kuties (from the staff canteen), the Chelsea Pensioners' wheelchair dance and even the one-armed fiddler. Traditional fish and chips and jellied eels were on the menu and with the help of a grand auction of gifts, there was over £650 to show for Mrs Hodgkin's enterprise.

photograph by courtesy of Surrey Comet.

Fore!

Over 100 members and guests of Sundridge Park Golf Club faced real lifeboating weather when they took part in a sponsored charity tournament in April, the idea of the men's and ladies' captains of the club, Vic and Bridie Sturdee. In spite of the unfavourable weather the day raised £1,124.37 for **Bromley branch**, well over par for the course. Before the tournament began, professional golfer Noel Hunt gave an exhibition of trick shots and another celebrity, Pat Jennings, the Northern Ireland goalkeeper, helped the Mayor and Mayoress of Bromley present prizes at the end. Everyone was very grateful to Robin Lawrence for organising the event so efficiently.

Promised pounds

Banbury branch secured promises of goods and services from many local businesses and people for their auction of promises held in the pedigree sale ring at Banbury Stockyard by kind permission of Midlands Marts Ltd. Lots included a bottle of House of Commons champagne, three hours of babysitting, a flight in a light aircraft and, one of the more smelly lots, five bags of manure which eventually sold for £3. Mr John Minshall, an auctioneer for Midland Marts Ltd gave his services free and his expertise helped to push the evening's takings to £1,100.

£10,000 in one night

Cork and Crosshaven branches joined forces recently to raise a massive £10,000 at a Gala Race Night held in the Royal Cork Yacht Club, Crosshaven. The proceeds were handed over to James Kavanagh, national organiser of the RNLI in Ireland, in January after a champagne and jazz brunch in the RCYC. Also present were Coxswain

Tom McLeod and the crew of Ballycotton lifeboat who brought **RNLB Hyman Winstone** alongside the yacht club marina. Local RNLI supporters enjoyed the opportunity of seeing over this Arun class lifeboat and her presence added greatly to the significance of the occasion.

Drowning the shamrock

Hot whiskey is the only way to celebrate St Patrick's Day, or at the Malahide yacht club, Co Dublin, it is. The club has been host to the local lifeboat guild for the last few years for the annual celebration. The steaming spirit is a welcome sight on a cold day, particularly to those who have sailed from Howth sailing club to join in the festivities. Smoked salmon sandwiches and hot dogs are available to keep hunger at bay. The sponsors of the event are Irish Distillers, and it is very much a fun day, and a fund day too, raising £784 this year.

Records and rabbits

Mrs Marjory Merry, a member of **Wolverhampton branch**, who recently attended her 30th consecutive branch AGM is obviously a staunch branch member. She keeps a collecting box in her home which, when it was emptied recently, was found to contain £74. Is this, she wonders, a record amount? Mrs Merry also knits rabbits which she sells for the branch funds, 2,073 in total so far, which, although there is no official record of how much has been raised, is thought to run into hundreds of pounds.

Inn the money

Filey station benefited twice in one week from pubs outside North Yorkshire. The first surprise was a visit by publicans Ron and Julia Pearson from

£

THE FUND RAISERS



Although not a knitter himself, Stourbridge branch secretary Chris Fonteyn does his best to give a helping hand during a three-hour sponsored knit-in, and has (l to r) Helen Bull, Jenny Turberfield and Meirwen Adams in stitches. Altogether one hundred and twenty knitting needles clicked productively away during the branch's knit-in which is now a well established annual event. Held at the Watercourse restaurant, Oldswinford, the event raised £1,100 this year, with lightning-fast knitter Miss Heathcock accounting for £110 of this amount.

photograph by courtesy of Express and Star

the Foresters Arms at Adwiche Le Street, near Doncaster. They arrived complete with a coachload of regular customers and over £100 that they had raised. The second windfall came after an invitation to the Swan Inn at Seaton near Hornsea, when the crew and committee were guests of licensee George Dearing and his wife. Mr Dearing and his helpers had organised a sponsored pram push which, with the



One of Littleover and Michelover branch's most dedicated, and certainly quietest, fund raisers retired from active service recently. George (r) is no dummy when it comes to collecting money, having raised over £40 in the last five years without asking for a penny. He was used to draw attention to the branch's displays at various events and was very popular with the children who always had a giggle before putting money in his collecting box. Sadly George has been forced into retirement by being unable to defend himself from people who liked to pull his hands off and he has been replaced by George II (centre) who will no doubt win the hearts of all the children once more. Derek Hallworth (l), RNLI area organiser, north west, was present at the 'handing over' ceremony.

help of the Filey Fisherman's Harmony Group who provided the entertainment, had raised over £1,300.

The Camber Castle public house was the setting for **Dungeness branch's** Irish evening in February. Over 100 people came and they were treated to the very best of Irish music by the Blarney Lads, five very talented musicians from the band of the 2nd Battalion Irish Rangers who appeared by kind permission of their bandmaster, Mr John Winterflood. During the evening a ploughman's supper was served and a raffle held. The entire evening raised £134 for station funds. The same pub was the venue for another RNLI event, this time an invitation darts tournament sponsored by the Gillingham based construction company M. F. Talty and Associates. Sixty-four local darts players were invited to play for singles and doubles trophies and after 5½ hours of careful aim, Alec Stec of Rye emerged as the singles champion and Dave Bourne and Dave Robertson, also of Rye, won the doubles. In the event, Dungeness lifeboat was by far the most outstanding winner with over £200 raised for the branch.

Where there's muck . . .

Chelmsford and District Young Farmers turned the normally rather anti-social task of muck spreading into a profitable exercise for the Institution. Having been loaned a telescopic loader



This sporting looking team from Manders Paints Ltd, Wolverhampton, took part in the Beaujolais Nouveau Run last November. Sponsorship was obtained from many of Manders' suppliers and the driver Mike Marriott (l) and navigator Tony Hill (2nd l) are both staff members. The car was fitted with a telephone which was used to update the car's position. Despite freezing rain and ice they took just 13 hours 13 minutes to travel from Lyon to Wolverhampton, including a sea crossing. The run raised a magnificent £1,344.58 which was handed over to Wolverhampton branch.



Members of Warwick guild were well wrapped up during a recent Victorian evening held in the town. Selling 20th century RNLI gifts in 19th century garb are (l to r) Ann Fowkes, Peggy Stuart and Pam Neeves, obviously enjoying themselves. The guild sold over £1,500 worth of souvenirs last year and with the help of events such as this are doing a roaring trade in 1986.

by Messrs Blythe and Pawsey and seven spreaders by a local farmer, 300 tons of natural manure was loaded and spread by relays of drivers working all day. A team of 30 back-up workers kept them supplied with manure, tea and sandwiches! At the end of an exhausting day over 40 acres of Charles Green's Elam Farm had been covered and he gladly paid over the contract price for the job, £200, to the Young Farmers who then donated it to the RNLI.

Ice breakers

The 19 members of the A64 Citizen's Band Breakers Club organised a Caribbean evening at the Riley Smith Hall in Tadcaster in November last year where

400 local 'breakers' got together. It was a great success with over £570 being raised. Over and above this amount, £203 had been raised at smaller events run by club members Glenda Rutherford, Janet Toes and Beryle Pinkney. The money bought breathing apparatus for the St John Ambulance Brigade and a transceiver for use in the launching tractor at Flamborough lifeboat station. Coxswain Bob Major and Crew Member Dave Freeman were at the Caribbean evening to receive the equipment.

Widow's mite

Small though the **Reigate and Redhill branch** may be, their fund raising activities are certainly 'big league'. During



There was plenty to smile about at Great Ormond Street Hospital following a gala dinner at the Mirabelle Restaurant. The occasion was the restaurant's 50th anniversary and the dinner was held in aid of the RNLI. The Chef Patisserie Nick Holland baked a beautiful cake in the form of the RNLI flag and a floral table decoration in the shape of a lifeboat was also made. At the request of restaurant owner Leslie Jackson, both the cake and the flower arrangement were donated to the staff and children of the hospital the following day. Nick Holland is seen here handing over the flowers to Staff Nurse Kathy Smith while some obviously delighted children anticipate the impending disposal of the cake.



Woking branch were very fortunate in having TV gardener Alan Titchmarsh (3rd r) as their very entertaining and interesting guest speaker at a wine and dine evening in March. The evening, which raised £1,000, was organised by Mrs Patsy Anders (3rd l), vice chairman of the branch seen here with (l to r) Mr and Mrs John Jewson, Mrs Barbara New and Lady Leggatt, branch chairman.

the 1985 financial year this inland branch raised £10,000 which included £2,000 collected from local schools and pubs visited by the branch chairman, Carl Seager, MBE. At a meeting of the branch held early in 1986 Mr Seager was able to tell the members that a resident of the village of Buckland had left £16,000 to the Institution in her will. The lady in question had worked hard in domestic service and lived frugally; after her death her home was sold and the proceeds went to benefit the causes she held dear.

Marathon man

Christopher Mackinnon from Kyleakin on the Isle of Skye took part

in the 1985 Glasgow marathon and raised £300 in sponsorship money which he was able to present to Paul Hogarth of the **Isle of Skye and Lochalsh RNLI branch.**

Down to the sea again

Having safely negotiated the Atlantic from Canada to Ireland in August 1985 in a 16ft inflatable boat, the first ever crossing in such a boat, Enda O'Coineen was well qualified to make the crossing from Holyhead to Dun Laoghaire, once again in the same 16ft inflatable, *The Kilcullen*. The crossing was made to raise funds for a new inflatable lifeboat for **Dun Laoghaire**, and Enda was accompanied by Monica



Snow joke: pity this poor fund raiser; after a hard morning in March with his collecting box outside Rod White's fish shop in Croydon, during which time he collected a magnificent £27.10, he sadly disappeared into a premature, and watery grave. Fortunately, he was captured on film before his demise flanked by his creators Roger Tanner and Michael Seddon.

Lee, a trainee member of the Dun Laoghaire crew, and Kevin O'Neill, assistant harbour master. The trip took over four hours; the first few miles under the escort of Holyhead's lifeboat, and close to the Irish coast *The Kilcullen* was met by the D class lifeboat stationed at Dun Laoghaire. The crossing was a great success and a good fund raiser with £1,358 to show for it at the end.

All our yesterdays

Wrea Green branch, Lancashire, held an evening of 'Village Memories' recently. Old slides of the village were shown and various residents gave their reminiscences. These were interspersed with songs and poetry, and the evening ended with some rousing community singing. Displays of old photographs, a local family tree and documents relating to the village were also on show, and branch committee members were all dressed in old fashioned costumes to add colour. A supper was served by Victorian clad members of the branch and by the end of a very enjoyable evening, £430 had been raised.

Going to town

To walk 110 miles from Bath to London was the target eight schoolboys from Marlborough College set themselves to raise money for the Institution. In three days they reached their destination and were met at the Royal Thames Yacht Club, Knightsbridge by Edward Twinberrow, chairman of **Chelsea and Fulham branch**. The walk has raised at least £2,000 with money being pledged by individuals and major companies. A

very satisfactory result for the walkers and particularly Angus Graham who organised and planned the event.

Luck of the draw

Topsurfer Ltd recently ran a competition to win a 'Spiderman Sail' autographed by record-breaking windsurfer Peter Bridgman. Details of the competition were circulated through the windsurfing press and a £1 fee to enter the competition was donated to the Institution. Many people entered at the Wind and Surf Show in London and £100 was raised.

A lotta bottle

Since he began collecting cash in giant size bottles, Brian Barnes, landlord of the Old Drum Inn, Petersfield, has accounted for £1,454 for the RNLI. He and his wife Pam recently celebrated his 50th birthday by presenting to the local branch two further bottles-full containing a remarkable £461 between them.

Trigger happy

An extremely successful clay pigeon shoot was organised by Odiham branch in April. 270 people tried their skill on an enjoyable but difficult shoot set in a wood. First prize was £75, unless you count the far greater resulting prize to the RNLI of £1,000.

Two for tea

Tim (aged 8) and Anna (6), the two children of Judith Munro, Wollaton branch's hard working secretary, planned a cup of tea afternoon (Mum pouring, of course), and a raffle. Tim drew the prize winning ticket and Anna presented the prize. Then cartoon time



Since 1969 Mrs Maureen Belbin has been treasurer of Moordown and Charminster branch, a job she continued to do following a stroke which left her partially paralysed. Her spirit and determination to raise funds for the RNLI since the stroke has actually helped her to improve and she is seen here setting off (suitably clad) to sell souvenirs at yet another event.

on TV took priority which left Mum to usher out the grown-ups. The children raised £2.31 and have yet more ambitious plans for 1987.

Bon ap t t

Who could resist such a menu? Coxswain's steak and kidney pie, Atlantic leeks, 16ft inflatable carrots and Waveney roast potatoes, followed by self-righting mince pies and cream or Arun fruit salad and cream—all washed down with Solent coffee. This was the mouth-watering selection on offer to everyone who went to the **Seaview/St Helens branch RNLI luncheon** held at the Sea View Yacht Club, Isle of Wight, last December. The luncheon, together with souvenir sales, made a satisfying £216.05.

The RAC Country Club, Woodcote Park in Epsom was the setting for a splendid dinner dance to raise funds for **Epsom and district branch**. The evening was organised by Mr and Mrs W. Steinwehe who have been keen supporters of the branch for many years. The dance itself raised £1,831 and a raffle added a further £1,753 to the proceeds.

Members of **Old Windsor branch** danced the night away to the sound of *Page One* band during their annual New Year dance which brought in a record £350. During the evening a cold buffet supper was served and there was a grand raffle with 25 prizes ranging from wines and spirits, chocolates and fruit, to RNLI souvenirs.

Canvey Island branch organised a supper dance on the RNLI's 162nd anniversary day, March 4. The evening also provided an opportunity to present certificates of thanks to four stalwart branch members: Terry and Gerry Burtonshaw, joint box secretaries, John Chant, treasurer and Donald Maclean, a loyal member of the committee for

many years. The evening was very successful and raised £284.

Good show

The Midlands Boat Show, held at the National Exhibition Centre, Birmingham in February was an outstanding success for the RNLI. Over £9,344 was raised during the week-long show, a 10 per cent increase on last year. £1,174 worth of lottery tickets were sold and 138 new Shoreline members were enrolled, four of them life governors and four governors. Several new Storm Force members were also joined up. During the show the Lower Birmingham Region 18 Plus Group presented a cheque for £150 to Kay Stone, Midlands area organiser, the money coming from a charity fancy dress pub crawl.

A rum due

Bob Watson, who is a committee member of **Gosport branch**, is in the Royal Navy serving on HMS *Hydra* in the sick bay. He imposes a fine for every hangover cure dispensed, the proceeds going to the RNLI. His latest cheque was for £31.41; does this mean many hangovers or just a crippling fine?

Reliable sources

The ladies section of **Horton and Port Eynon station branch** organised a coffee evening, which raised a remarkable £770, and that did not include the prize draw, which made a further £280, and the souvenir stall's sales totalling £69.90.

Members of Kirkintilloch Rotaract club had a wonderful time raising £500 for the Institution. Their Christmas dance was a great success and much enjoyed by all who attended.

For the last five years Gordon Mortimer, president of the Starcross Fishing and Cruising Club, has organised an



Head launcher? Robin Sharp, area organiser, east, presents a plaque to Nigel Smart, the headmaster of Henley County Primary School, Ipswich, who is suitably attired after his 90 pupils aged between 4½ and 11 raised £388.10 in a sponsored spelling session. A few months earlier this school heard a talk from Robin Sharp about the RNLI as part of a project about the sea and, with the help of a publicity D class lifeboat on display, Ipswich and District branch came along to sell some £117 worth of souvenirs to children, staff and parents.

photograph by courtesy of East Anglian Daily Times

annual ball in aid of the RNLI, in which 15 clubs around the River Exe participate. The clubs are involved in all aspects of water activities, sailing, deep sea fishing, water skiing and canoeing to name but some. The 1986 ball was held in January and as a result over £3,000 was raised, bringing the total amount made since the first ball to just over £15,000.

A la mode

Adlington Hall in Cheshire was the beautiful setting for a fashion show and lunch organised by **Adlington ladies' guild**. The outfits were supplied by Jackarew and £500 for the RNLI resulted from this fine effort.

Teenage help

Having been inspired to help the RNLI after reading the book 'All at Sea', Clare Hall-Craggs aged 13 of Brightwalton in Berkshire, organised a coffee morning in the village hall last December. Clare worked hard on the preparations and spent two days baking eleven different types of cake! With the help of her younger brother and sister and two school friends, Clare also ran a bring and buy sale and a souvenir stall. All the hard work was well rewarded as the morning made £204 for **Newbury branch**.

Lifeboat express

Rhyl and District guild's chartered train to London in early January was full to the gunwales with boating enthusiasts travelling to the Earls Court Boat Show. Over 300 tickets for the show itself were sold during the journey from Holyhead to Euston, but there were also people wanting to visit the Model Engineer exhibition, the January sales and matinee performances of some of the West End shows. Bruce Herbert,

coxswain of Rhyl lifeboat was also on board and it was he who drew the raffle and presented the prizes. It was an enjoyable day for all concerned and successful fund raising too as the RNLI had benefited to the tune of over £2,400 by the return journey's end.

Seafood delight

The King's Head Pub in Diss High Street does not command a sea view but it does overlook the Mere, a large lake where a sponsored raft race is held each year by the **Diss and District branch** which raises over £1,000 each time it is run. The pub serves an excellent bar snack the year round called 'Lifeboat'; it consists of a long crusty roll, partly scooped out and overflowing with crab meat and prawns in a tangy mayonnaise and sitting on a sea of salad. In the words of another Norfolk son, they are 'bootiful!'

Station support

In celebration of Selsey lifeboat station's 125th anniversary Don Gaff worked hard for several months organising a lottery draw. On January 6 at the Lifeboat Inn the lottery was drawn by Miss Lindsay Nugent, a horticultural instructor for mentally handicapped adults at the Adlingbourne Country Centre. The £695 profit from the draw gave the anniversary year a flying fund raising start. January also saw a dance for members of Selsey lifeboat association, which brought in a further £430 on the night.

Poole lifeboat crew member Peter Benson squelched off at the end of the day clutching the trophy for the annual greasy pole contest, run in aid of Poole station funds. The event in which contestants have to dispose of their opponents from a slippery perch, suspended

over Poole Harbour is organised each year by landlord of the Lord Nelson pub Jim Kellaway. Peter Benson actually regained the trophy having won it first in 1985. It is a highly popular event, held each year in March, and this year raised over £200.

Members of **Bangor branch** have raised £2,500 from a variety of events which is to go towards the City of Belfast lifeboat appeal to supply Donaghadee (Bangor's neighbour) with a new Arun class lifeboat.

Open day

The P&O ferry *St Clair* held an open day in March when members of the public could look around the vessel which plies between Aberdeen and Shetland. Ticket sales amounted to £1,300 which was generously shared out by the company between **Aberdeen and Lerwick ladies' guilds**.

North country and western

Norwest Holst workers at Sellafield held a country and western evening in the Drigg Parish Hall in aid of the Institution which, together with several raffles held during the year, produced £300 for **Whitehaven branch**.

Close shave

Pewsey Zixex club have long been supporters of the RNLI and have, over the years, raised thousands of pounds for the Institution. The latest fund raising venture was masterminded and carried out by vice-chairman, Dave Owen, who first grew a beard and then had half shaved off. After living with his split personality for a few days the second half disappeared too; all the embarrassment was not in vain, however, as it raised £150 in sponsorship.



Top of the form: Alton branch present an annual trophy to the pub in their area which raises the most money for the Institution. Since 1982, the trophy has, each year, gone to the Railway Hotel whose landlord, Max Reitzler, has collected £964.36 in that time. He also won the trophy in 1979 and 1980 at other pubs. Mr Reitzler is seen (2nd left) in school master's outfit (well why not?) and Mrs Gillian Schryver, secretary of Alton branch (2nd right) presents the trophy to one of the pub's regular customers.



It was more a case of Bells than shackles away at the Garth Inn at Helensburgh when Helmsmen Colin Gardner (l) and Michael Roberts whacked the bottle with their trusty hammers. Giving them a helping hand is John Beaton, Bells Whisky area sales executive. The bottle contained £88.18 for Helensburgh station funds.

photograph by courtesy of Chris Kamper

continued from page 11

had been washed overboard and into the propeller.

Ten minutes later it became clear that the fishing vessel had got some power to her propeller and she began to make slowly for harbour with the lifeboat escorting her. At 1034 *Golden Years* entered Troon harbour and when the lifeboat had seen her safely berthed, the lifeboat crew readied themselves for another service.

While the lifeboat had been at sea attending to the fishing vessel a message had come in from the Coastguard that another vessel, this time a coaster, was in danger of being driven aground on Little Cumbrae Island, to the north west of Troon.

The lifeboat reached the scene at 1230 when she found the Danish coaster *Else Gitte* with her anchor holding in two metres of water. She was in ballast and had found that she could not make headway in the force 10 storm which was still gusting to hurricane force 12 at times.

Coxswain Johnson stood by in the

very rough sea until 1249 when a tug arrived. A hawser was put aboard the coaster, her anchor cable was cut and she was towed to quieter water.

Meanwhile, as a precaution, a coast-guard cliff rescue team had been landed on Little Cumbrae by a helicopter. The helicopter was then called away to another casualty which left the cliff rescue team stranded. The lifeboat therefore went in to take the men and their equipment off the Island.

The twelve men, many of them suffering from sea-sickness were taken to Rothesay where they were eventually landed at 1710. Before returning to Troon the lifeboat crew were given food and drink by a member of Rothesay ladies guild. At 1830 the lifeboat set out again for station and by 2055 she was back inside Troon harbour, refuelled and ready again for service.

The chief of operations, Commander Bruce Cairns, sent a letter to Coxswain/Mechanic Ian Johnson and his crew following this eleven hour service, thanking them for their perseverance and dedication.



Relief 44ft Waveney Margaret Graham
photograph by courtesy of
East Anglian Daily Times

When you have read THE LIFEBOAT, please pass your copy on . . .

Lifeboat Services November and December, 1985, January and February, 1986

Aberdovey, Gwynedd

Atlantic 21: December 25

Aberystwyth, Dyfed

C class inflatable: November 6 and December 13

Alderney, Channel Islands

33ft Brede: January 17 and 30 (twice)

Amble, Northumberland

37ft 6in Rother: November 7

Angle, Dyfed

46ft 9in Watson: December 30

Anstruther, Fife

37ft Oakley: December 19

Appledore, North Devon

47ft Watson: December 1, January 10, February 19 and 23

Atlantic 21: November 8, December 1 (twice) and January 10

Arklow, Co Wicklow

42ft Watson: February 17 and 18

Arranmore, Co Donegal

52ft Barnett: November 7 and February 28

Ballycotton, Co Cork

52ft Arun: November 30, December 13 and 27

Baltimore, Co Cork

48ft 6in Oakley: January 11

Bangor, Co Down

D class inflatable: November 24, December 9, 26 and January 19

Barra Island, Inverness-shire

48ft 6in Solent: January 5

Barrow, Cumbria

46ft 9in Watson: November 3 and February 8

Barry Dock, South Glamorgan

52ft Arun: December 10 and February 14

Beaumaris, Gwynedd

46ft 9in Watson: January 19

Atlantic 21: December 12 (twice), February 13 and 28

Berwick-upon-Tweed, Northumberland

Atlantic 21: November 1, 2 and December 22

Blackpool, Lancashire

D class inflatable: December 1 (twice), January 2, 26 and February 28 (twice)

Bridlington, Humberside

Relief 46ft 9in Watson: November 10, December 13, January 13, 22, and 29 (twice)
D class inflatable: November 5 (twice) and February 22

Brighton, East Sussex

Atlantic 21: November 2, 10, December 2, 7, January 12 and February 19

Broughty Ferry (Dundee), Angus

Relief 52ft Arun: November 14 and February 8

Buckie, Banffshire

Relief 52ft Arun: December 2 and January 30

Calshot, Hampshire

Relief 33ft Brede: November 5, 9 and 10

33ft Brede: November 10 and February 2

Campbeltown, Argyllshire

52ft Arun: November 24, December 5, February 4 and 10

Clacton-on-Sea, Essex

D class inflatable: November 2
Atlantic 21: November 11, 17 (three times), December 15, 24 and January 1

Clogher Head, Co Louth

37ft Oakley: January 11

Clovelly, North Devon

70ft Clyde: February 19

Courtmacsherry Harbour, Co Cork

47ft Watson: November 3, December 30 and 31

Criccieth, Gwynedd

C class inflatable: December 6 and 7

Donaghadee, Co Down

52ft Arun: December 11, January 8, February 3, 7 and 21

Douglas, Isle of Man

46ft 9in Watson: January 3, 26 and February 12

Dover, Kent

50ft Thames: November 17 and December 7

Dunbar, East Lothian

47ft Watson: January 4

Dungeness, Kent

37ft 6in Rother: November 28 and February 9

Dun Laoghaire, Co Dublin

Relief 44ft Waveney: January 8

Dunmore East, Co Waterford

44ft Waveney: December 25, January 6, 14, 30, February 13, 23 and 24

Eastbourne, East Sussex

37ft 6in Rother: November 23 and February 9

D class inflatable: November 10 (twice), December 17 and February 9

Exmouth, South Devon

Relief 33ft Brede: November 24

33ft Brede: December 27 and 28

Eyemouth, Berwickshire

44ft Waveney: November 2

Falmouth, Cornwall

Relief 52ft Arun: December 20

18ft 6in McLachlan: January 16

Filey, North Yorkshire

37ft Oakley: December 13, January 7 and February 5

Fishguard, Dyfed

52ft Arun: January 7

Flamborough, Humberside

37ft Oakley: December 13 and January 22

Fleetwood, Lancashire

Relief 44ft Waveney: November 3

D class inflatable: December 30

Fraserburgh, Aberdeenshire

47ft Tyne: December 28

Galway Bay, Co Galway

52ft Barnett: November 13, 14, 24, 26, 28 and December 15

48ft 6in Solent: December 25, 29 (twice), January 17 (twice), 30, February 18 and 27

Girvan, Ayrshire

33ft Brede: November 24 and February 25

Great Yarmouth and Gorleston, Norfolk

Relief 44ft Waveney: January 24 (twice) and February 27

Atlantic 21: November 13, 29 (twice) and February 24

Hartlepool, Cleveland

44ft Waveney: November 10, January 4, 6 and 28

Atlantic 21: December 2, 15, January 16 and 18

Harwich, Essex

44ft Waveney: November 19

Atlantic 21: November 10, 19 and 24 (three times)

Hastings, East Sussex

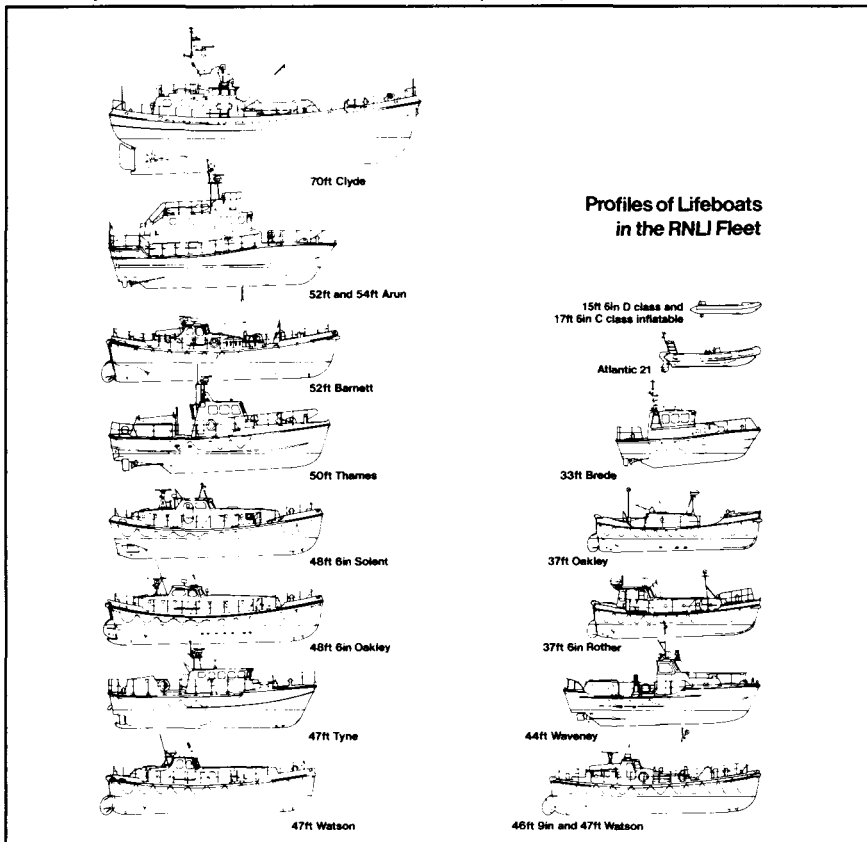
37ft Oakley: November 12

Hayling Island, Hampshire

Atlantic 21: December 25 and 29
Helensburgh, Dunbartonshire
Atlantic 21: December 15, January 1 and 2
Holyhead, Gwynedd
47ft Tyne: November 4, 15, 17 and December 30
Howth, Co Dublin
47ft Watson: November 13 and December 17 (twice)
Hoylake, Merseyside
37ft 6in Rother: December 8 and February 20
Humber, Humberside
Relief 52ft Arun: November 1, 9, 11, 16, 24, December 5, 13, 15, January 6, 11, 26, February 25, 26 and 27
Ilfracombe, North Devon
37ft Oakley: November 8
Kirkwall, Orkney
Relief 70ft Clyde: November 25
Largs, Ayrshire
Atlantic 21: November 24, January 2 and 23
Littlehampton, West Sussex
Atlantic 21: February 2 and 23
Llandudno (Orme's Head), Gwynedd
37ft Oakley: January 19
D class inflatable: December 1
Lochinver, Sutherland
48ft 6in Solent: November 28, December 20, 21 and February 4
Lowestoft, Suffolk
47ft Watson: November 5, December 5 (twice), January 26 and 29 (twice)
Lyme Regis, Dorset
Atlantic 21: November 16, December 28 (twice) and January 30
Lymington, Hampshire
Atlantic 21: November 18 and December 10
Mallaig, Inverness-shire
52ft Arun: November 9, December 4 and 22
Margate, Kent
Relief 37ft Oakley: December 5, 24, January 2, 4 and 31
D class inflatable: November 1, 6, December 1 and 21
Moelfre, Gwynedd
37ft 6in Rother: November 12
Montrose, Angus
48ft 6in Solent: January 8 (twice) and 16
Morecambe, Lancashire
D class inflatable: December 14 (twice)
Mudford, Dorset
C class inflatable: November 12, December 26 and January 12
The Mumbles, West Glamorgan
47ft Tyne: November 1 (twice), 22, December 4, 31 and January 16

Newbiggin, Northumberland
Atlantic 21: January 23
New Brighton, Merseyside
Atlantic 21: December 7 and January 5
Newcastle, Co Down
Relief 37ft Oakley: December 21
Newhaven, East Sussex
52ft Arun: November 6, 10, 19, December 11, 15 (three times), 16, January 5, February 1 and 20
Newquay, Cornwall
C class inflatable: November 14 and December 22
Oban, Argyllshire
Relief 33ft Brede: December 7, 10, 21 and January 10
33ft Brede: February 8 (twice)
Padstow, Cornwall
47ft Tyne: November 14
Peel, Isle of Man
Atlantic 21: November 3 and February 1
Penarth, South Glamorgan
D class inflatable: December 10, 17, January 2 and 23 (twice)
Penlee, Cornwall
52ft Arun: January 27 and February 14
Peterhead, Aberdeenshire
48ft 6in Solent: February 28
Plymouth, South Devon
44ft Waveney: December 8, 26 and January 15
Poole, Dorset
33ft Brede: November 9, December 8 and January 1 (twice)
D class inflatable: November 2
Boston Whaler: December 4 and January 1 (twice)
Portaferry, Co Down
C class inflatable: November 11 and 20
Port Erin, Isle of Man
37ft 6in Rother: January 13
Porthcawl, Mid Glamorgan
D class inflatable: December 8 and January 5 (twice)
Porthdinlaen, Gwynedd
47ft Watson: February 27
Portpatrick, Wigtownshire
47ft Watson: December 12 and February 21
Portsmouth (Langstone Harbour), Hampshire
Atlantic 21: December 17, 26, 27, January 11 and 14
Port St Mary, Isle of Man
54ft Arun: November 1 and January 26
D class inflatable: November 8
Queensferry, West Lothian
Atlantic 21: January 10 and 30
Ramsey, Isle of Man
37ft Oakley: November 23 and December 30
Ramsgate, Kent
44ft Waveney: November 29, December 1, 5, 18, 26

and February 27 (three times)
Atlantic 21: November 14 and February 27
Red Bay, Co Antrim
D class inflatable: November 5
Redcar, Cleveland
Relief 37ft Oakley: December 8
St Helier, Channels Islands
44ft Waveney: November 16, January 1, February 18 and 23
St Mary's, Isles of Scilly
52ft Arun: February 14
St Peter Port, Channel Islands
52ft Arun: November 12
Relief 52ft Arun: December 25
Salcombe, South Devon
47ft Watson: December 18 and January 8
Scarborough, North Yorkshire
37ft Oakley: November 8, 30, December 3, 13, January 6 and February 28
Selsey, West Sussex
47ft Tyne: February 7
Sennen Cove, Cornwall
37ft 6in Rother: February 8
Sheerness, Kent
44ft Waveney: November 2, 9 (three times), 21, 30 (three times), December 22, 26 (twice), January 12, 19 (twice), 24, 31 and February 17
D class inflatable: November 9, 30, December 13, 22 (twice), January 11, 12 and 19
Shoreham Harbour, West Sussex
37ft 6in Rother: November 4, December 27, February 12 and 13
Silloth, Cumbria
Atlantic 21: November 12 (twice), December 14 and 15
Southend-on-Sea, Essex
Atlantic 21: November 21 and 30
D class inflatable: November 21
Staithe and Runswick, North Yorkshire
Atlantic 21: November 8, December 3, January 6, 10, February 12 and 26
Stornoway (Lewis), Ross-shire
52ft Arun: November 6, December 9, 12 and February 13
Sunderland, Tyne and Wear
47ft Watson: November 27, December 19, January 6, 11, 25 and February 19
D class inflatable: November 2
Swanage, Dorset
37ft 6in Rother: November 23, December 15 and January 28
Teemouth, Cleveland
47ft Watson: December 15 and January 3
Tenby, Dyfed
46ft 9in Watson: February 16
Thurso, Caithness
48ft 6in Solent: November 6 and February 28
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54ft Arun: November 1, 24 (twice), December 18, 24, 28, 31, January 12, 16, 18, 19 (twice) and February 23
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Relief 44ft Waveney: February 18
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Walmer, Kent
Relief 42ft Beach: November 30
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West Mersea, Essex
Atlantic 21: November 8, 10, 30, December 8, January 2, 11 and February 1
Weston-super-Mare, Avon
Atlantic 21: November 2 and January 19
Weymouth, Dorset
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Whitby, North Yorkshire
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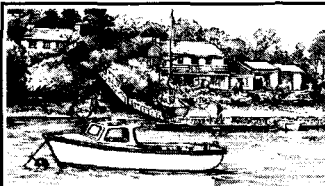
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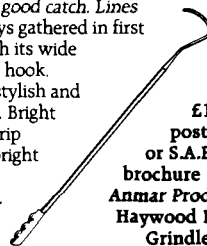
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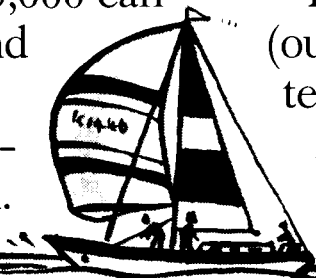
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