

Journal of the
Royal National Lifeboat Institution

Volume L Number 497



The Lifeboat

Autumn 1986

Fraserburgh: a brave new future

30p

Waiting for rescue

Seven new lifeboats christened



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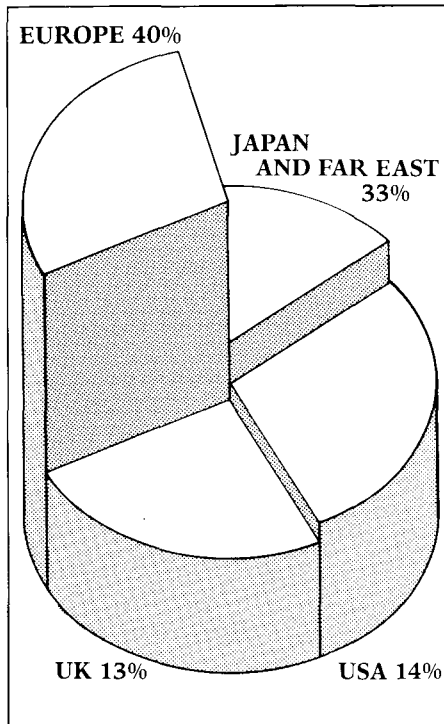
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SUPPORTING THE LIFEBOATS

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(August 1986) understanding of Inland Revenue practice and current tax legislation

The Trust Deed: The Managers and Trustee are permitted under the terms of the Trust Deed to execute, at a future date, a Supplemental Deed to allow the writing or purchase of Traded Call Options or the purchase of Traded Put Options on behalf of the Trust. In the event of future changes to current legislation by the Secretary of State for Trade and Industry which make provision for the writing or purchase or dealing by the Managers or the Trustee on behalf of the Trust of or in currency futures or options or forward exchange contracts which are traded on a Recognised Stock Exchange or Recognised Option Exchange or other currency exchange or market, the Managers may make suitable amendments to the Trust Deed without the consent of the unitholders.

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 No. 1242681 (England). Registered Office: 22, Old Queen Street, London SW1 9HN

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I am an existing MLA Unitholder YES/NO.

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Address _____

Postcode _____

Signature(s) _____ Tel. No. _____

(Joint applicants should all 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 MLA International Trust. Please tick box for details.
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Coxswain Captain John Hogg

Just as this issue was going to press, the sad news was given that Coxswain Captain John Hogg of Tynemouth had died. A few days earlier he had learned that he had been awarded the RNLI's silver medal for bravery following a rescue which is described on page 42.

COVER PICTURE

The 16ft D class inflatable lifeboat stationed at Amble in Northumberland launches into the surf on exercise earlier this year. So far in 1986 there have been 750 services by inflatable lifeboats and 312 lives saved. While Amble's D class will take a winter break at the end of October, a certain number of inflatable lifeboats will remain on station the year round. The photograph was taken by Ian Bardell.

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

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

of October. News items for the Spring issue should be sent in by the end of January.

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

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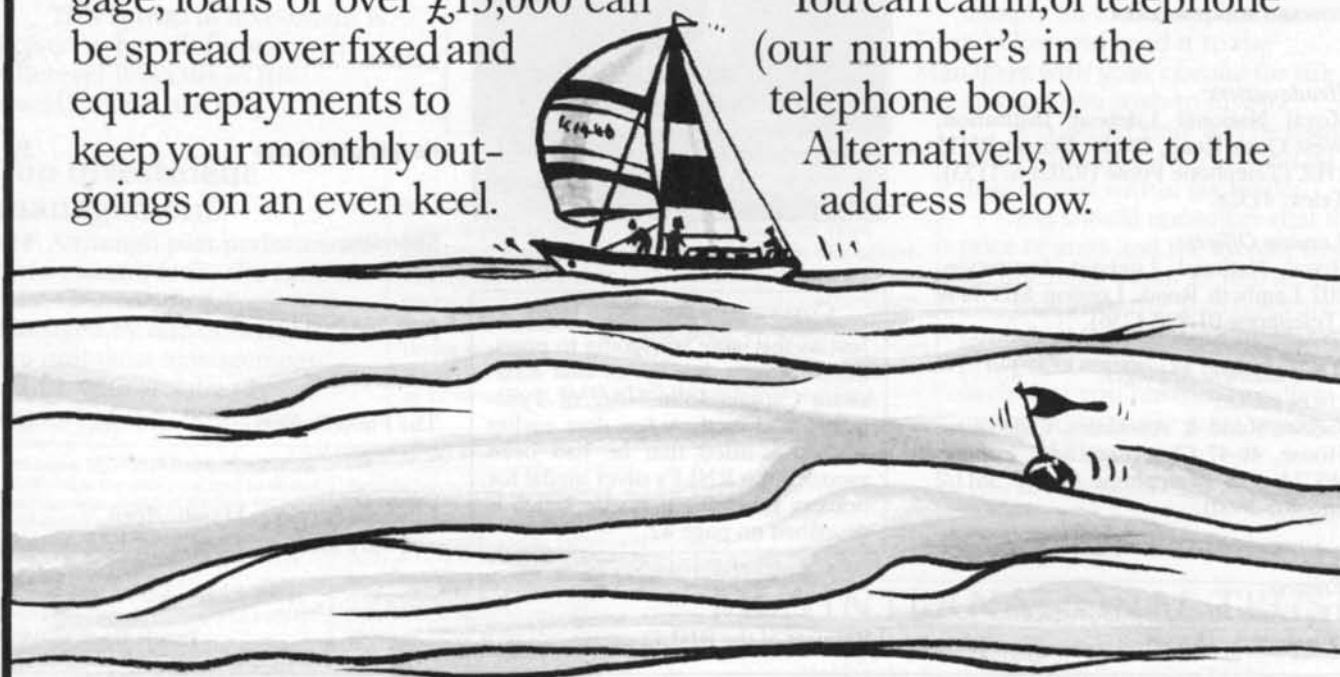
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Lifeboathouse destroyed: a 645-tonne coaster, *Kingsabbey* ploughed into Southend Pier on the evening of Monday June 30, 1986. She came to rest athwart the lifeboat slipway destroying piles supporting the front of the boathouse. More damage was done while the coaster extricated herself from this position but fortunately the station's Atlantic 21 rigid inflatable lifeboat *Percy Garon II*, named only two months earlier by Princess Anne, although trapped inside the boathouse, was unharmed. The lifeboat was salvaged from the boathouse the next day together with all the equipment needed to allow her to operate again from a temporary base and 48 hours after the accident she was back in service. The boathouse, however, was structurally so badly damaged that it is now having to be demolished. The severed walkway has been repaired and a temporary boathouse has been built on the very end of the pier where the lifeboat is launched by davits.

photographs by courtesy of *Southend Evening Echo*



Look and learn

Thousands of people visited Poole Headquarters during Open Days in July. Holidaymakers who knew little or nothing about the RNLI came away with a clear picture of the rôle of the modern lifeboat service. Those who have been involved in raising money for the Institution for many years also found much to interest them during their tour of the operations, fund-

raising and drawing offices, the lifeboats at the depot quay and the depot buildings themselves. The most frequent comment heard from visitors was 'I never knew so much went on down here'. Although Open Days were free to everyone, sales of RNLI gifts and souvenirs, lottery tickets, official guide books and straight donations meant that over £6,000 was taken at the end of the two days.

Dublin appeal

The *City of Dublin* Lifeboat Appeal was launched by the Lord Mayor of Dublin, Alderman Bertie Ahern, at the Mansion House, Dublin, on July 30. The appeal's target is to raise £250,000 towards the £480,000 cost of Howth's new 52ft Arun class lifeboat, *City of Dublin*. At the launch, attended among others by The Most Reverend Donald A. R. Caird, Archbishop of Dublin and Primate of Ireland, the chairman of the appeal's executive committee, Mr Hugh Hamilton, said that the appeal was:

"to industries, businesses and professions of our city, to the schools and sports clubs and most particularly to the ordinary citizens, the people of Dublin"

French lifeboat tragedy

Lifeboat crews of the RNLI and many yachtsmen who have visited the small Breton port of L'Aberwrach were shocked by the news of the loss of its lifeboat and five crew members while on service in early August. Messages of sympathy were sent by Rear Admiral W. J. Graham, the RNLI director, to the Société Nationale de Sauvetage en Mer and to the families of the men who were lost.

New to the committee

Sir Angus Fraser, chairman of HM Customs and Excise, and Mr Anthony Hannay, a partner in the Liverpool solicitors, Lace & Co., have accepted invitations to join the RNLI's Committee of Management. Sir Angus is the new chairman of CISPOTEL, the Civil Service, Post Office and British Telecom lifeboat fund, the biggest single supporter of the RNLI. Since it was founded in 1866, CISPOTEL has bought 40 lifeboats thanks to regular donations from civil servants and Post Office and British Telecom staff. The fund's latest lifeboat, a £450,000 Tynes class, was named in Holyhead earlier this year.

Mr Hannay is deputy chairman of the Port of Liverpool branch of the RNLI which encompasses three lifeboat stations, 15 fund raising branches and 12 ladies' lifeboat guilds which last year raised over £85,000. Both he and his wife are enthusiastic RNLI fund raisers and Mr Hannay is a keen amateur sailor.

Grand old man

The RNLI's oldest pensioner, Colonel Richard Trenam, OBE, MC, who retired at the end of 1951, has sadly died just a month after celebrating his 100th birthday on August 8. Colonel Trenam was district organising secretary for the north east from 1935 until 1946 when he became organising secretary in Ireland. Before the RNLI he served 31 years in the regular Army which included service in the first world war, the command of an armoured train on the North West Frontier during the Afridi rebellion in India and helping the royal Navy with anti-piracy work on the Yangtze in 1932. The Colonel was also a writer and

contributed to *Punch* and other magazines in his time.

Oakley repairs

Good progress has been made in the work on the 37ft Oakley class lifeboats where softening of the wood around the fastenings has led to expensive and lengthy repairs. Of the four stations where the urgency of the repairs meant no relief lifeboat was available two have their own boat back in service and two are due to receive theirs back very shortly.

At the time the problem first arose the RNLI began to investigate the possibility of using a Lochin 33 experimental boat as an interim 37ft Oakley replacement. She was based on the Brede class lifeboat design but modified to be able to launch from a carriage, a slipway or over a beach. During her trials at Hastings the Lochin 33 CSB, as she was known, performed well and showed how capable a boat of this type could be. However, before the trials were completed, the easing of the 37ft Oakley problem meant that there was no longer a need for the boat and trials were discontinued.

Thanks recorded

For ten years the RNLI's rescue records department has been benefiting from the free use of a computer belonging to the Poole based Barclays International. In June, to mark a decade of Barclay's generous service which allows the Institution to process and analyse information about every lifeboat launch



End of an era: on the retirement of Coxswain David Cox of Wells (above) at the end of August, the station was without a member of the Cox family for the first time in three generations. David Cox was a member of the crew for 43 years and was the youngest coxswain in the RNLI when he took up the post in 1960. He is the holder of both the bronze and silver bravery medal of the RNLI, the latter won when Wells lifeboat stood by the Romanian freighter Savinesti for 11 hours in a blizzard and mountainous seas. David's grandfather, George Henry Cox joined the crew in 1892, staying with the lifeboat for 43 years and his four sons Loady, Jimmy, (David's father), Billy and Jack put in a total of 177 years between them. Loady's son, Alan Cox, retired as assistant mechanic at the end of last year after 42 years' service.

photograph by courtesy of Campbell MacCallum



Channel Islands welcome: *St Peter Port* lifeboat crew were presented to *Princess Anne* by the chairman of the branch, Guy Blampied (centre), when she visited Guernsey in May. She is seen here talking to Crew Member Michaela Guille in the Town Church Square where the island's sea rescue services all forgathered to meet the royal visitor.

photograph by courtesy of Brian Green

and every life saved, Lt Cdr Brian Miles, deputy director of the RNLI, presented a framed record of thanks to Mr Don Lonsdale, divisional general manager of Barclays, London.

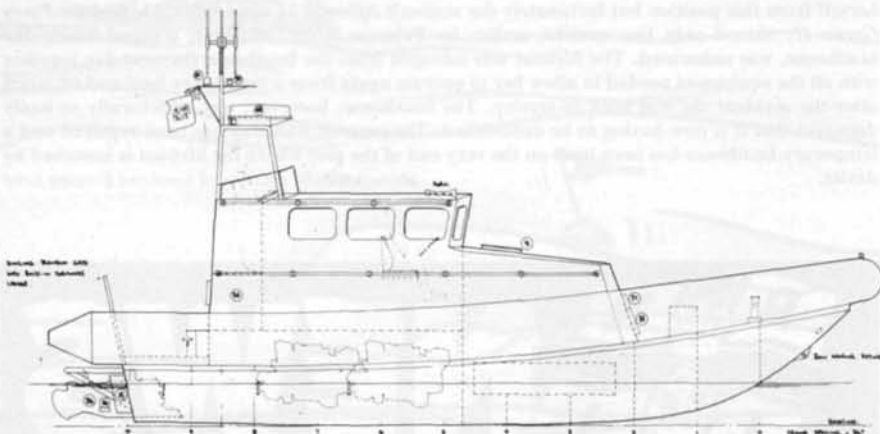
Flares recalled

Any boat owner who has supplies of Pains-Wessex Schermuly Miniflare 3 kits is being asked to return them to their stockist. The manufacturer has discovered a possibility that a small percentage of this type of flare may fail to operate correctly and is therefore recalling all kits with lot numbers from 001 to 080. All customers will be provided with a replacement kit.



VIP launch: the Duke of Kent, President of the RNLI, was given the task of striking the releasing pin to set Douglas lifeboat on her way down the slipway when he visited the station in June. Douglas, on the Isle of Man, was where the Institution's founder, Sir William Hillary, served as a crew member and won three gold medals for gallantry. His memorial is in St George's churchyard, Douglas, and after the Duke had laid a wreath in RNLI colours there, he attended a reception where he met lifeboatmen and officials from the island's five stations, together with members of the many Isle of Man ladies' lifeboat guilds.

photograph by courtesy of Roger Oram



The Medina class lifeboat

The RNLI has been developing the Medina class lifeboat for some years and the project has met with many relatively minor but very frustrating problems. The Medina is a large inflatable boat, similar in concept to the Atlantic 21 which was originally designed by Rear Admiral Hoare at Atlantic College and developed so successfully at the RNLI Cowes Base. The Medina hull, at 38ft almost twice as long as the Atlantic, has proved extremely seaworthy and there is little doubt that it will make a good safe lifeboat. The problems have been with the propulsion of the boat. Having tried outrides and outboards, the latest trials

have concentrated on jet propulsion. Jets have the great advantage of no projections to hit rocks, injure survivors in the water or be fouled by debris. The Committee of Management advised by the Boat Committee, has decided to continue the development of the Medina by building a fourth hull, adapted to take account of the experience gained on trials. This hull will be built when the design work on the fast carriage lifeboat is completed (see UPDATE on p.50). It is encouraging to note that the Dutch, Canadian and Norwegian lifeboat services are all operating large rigid inflatable lifeboats which have been based on the pioneering design work carried out by the RNLI.



Royal helmsman: Prince Michael of Kent aboard Hayling Island's Atlantic 21 lifeboat. The Prince had expressed a wish to make a private visit to a lifeboat station and in May his wish was fulfilled when Selsey's 47ft Tyne class launched from the slipway with her royal crew member aboard. She made rendezvous with the Hayling Island Atlantic 21 and the Prince had a turn at the controls before boarding the Tyne again in time to be winched into a Royal Navy helicopter and then back to the lifeboat deck. Prince Michael thoroughly enjoyed his time at sea and later said he was particularly struck by the crew members' professional attitude to their work.



Out of the blue: the Prime Minister paid a visit to Porthcawl lifeboat station when she was in South Wales last June. The crew presented her with a plaque and while she was being shown their 16ft D class inflatable she tried her hand at operating the lifeboat's radio. Unsuspecting coastguards at Swansea maritime rescue co-ordinating centre were quite taken aback to receive the call, to say the least.

ANNUAL MEETINGS 1987

South Bank, London, Tuesday May 12

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

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

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

Top ten

The Charities Aid Foundation has recently published its annual charity statistics for 1985/6. The list of the top ten charities by voluntary income alone (this excludes trading, investment, local and central government income) is reproduced below. Clearly, Band Aid and the Ethiopia famine have had a great effect on the statistics and evidence shows that extra money and new donors (particularly the young) resulted from the famine, rather than there being a large shift of money from other causes.

Charities	Voluntary income
1 Band Aid	£56.5 million
2 Oxfam	£49.5 million
3 Save the Children Fund	£35.5 million
4 National Trust	£27.7 million
5 RNLI	£23.5 million
6 Cancer Research Campaign	£20.0 million
7 Salvation Army	£19.7 million
8 Dr Barnado's	£19.5 million
9 Imperial Cancer Research Fund	£18.2 million
10 NSPCC	£17.6 million

NEWS POINT

VOLUNTARY—BECAUSE IT WORKS

A public opinion survey has recently been carried out by the RNLI to show how the man and woman in the street views today's lifeboat service. The overriding message received from the survey was one of great admiration for lifeboatmen and the essential work they do, coupled with a general willingness to support the cause financially. More surprising, however, is the result that the majority of those questioned believe that the government should fund the lifeboat service, if not entirely, at least in part.

This is not the opinion of the RNLI. The Institution provides one of the most modern and efficient lifeboat services in the world and it achieves this, not in spite of, but because of its voluntary status. Lifeboatmen who volunteer their services derive encouragement to do so from the wholly voluntary nature of the RNLI and it is probably because they are volunteers that they are prepared to give so much in time, effort and skill. Furthermore, the independence that total reliance upon voluntary contributions brings allows the Institution to concentrate its expertise on the single task of saving life at sea and continually to provide its lifeboatmen with the most up-to-date tools for the job. To apply directly to the traditionally generous public to pay for new boats and equipment will always be more effective than to rely on hard pressed local council or ministry budgets.

LIFEBOAT SERVICES

East Division

Rescue in the surf



SILVER MEDAL

A CALL CAME THROUGH to Tyne Tees Coastguard at 0101 on the morning of Saturday April 15, 1986, that a disabled fishing vessel, the 60ft *La Morlaye*, with three men on board, was in danger of going aground just off Tynemouth. Another fishing boat had been towing her for 27 miles from the fishing grounds where her nets had fouled her propeller but the tow had finally parted in an east-south-easterly gale and *La Morlaye* was now too far inshore for the tow to be re-connected.

Tynemouth lifeboat's honorary secretary was informed and immediately he agreed to launch asking the coastguard to activate the crew's callout pages. Just 12 minutes later Coxswain Captain John Hogg and his six-man crew cast off from the pontoon aboard Tynemouth's 52ft Arun class lifeboat *George and Olive Turner* and headed down river



RNLB *George and Olive Turner*.



for the harbour entrance.

The casualty, the lifeboat was told, was ¼ mile off the beach at Tynemouth with three other fishing vessels on the scene. As the coxswain made full speed for Tyne Piers, the lifeboat crew took advantage of the calm inside the harbour to prepare a tow line and make ready the searchlight. Then, on nearing the entrance, all the crew battened down in the cabin ready for the open sea; only the coxswain remained in the upper conning position.

The wind was an east-south-easterly force 8 gale, it was heavily overcast with good visibility and low water was 30 minutes away. The lifeboat met very heavy confused seas as soon as she was between the piers of the harbour and Coxswain Hogg reduced speed. Outside the harbour he brought the lifeboat's head round to the north and was able to return to full speed.

There was nothing to be seen off Tynemouth beach, however, further up the coast, off Whitley Bay, the Coxswain could see some lights. At 0126 he slowed the lifeboat as he was now near enough to see what was happening. *La Morlaye* was lying well inside the breaking line of the surf, head north, beam on to the seas and with fishing gear over her starboard side. She was rolling

violently and shipping water in the heavy breaking beam seas and was less than 400 yards off the beach. The three other fishing vessels were standing by but could not get in close enough to help.

Coxswain Hogg began to plan the action he should take: it was nearly low water giving very little tide where the fishing vessel lay. The waves breaking around her, driven by the force 8 gale were some 20 feet high. It was also a very dark night, although visibility was good. To go in along the starboard side of the casualty meant running the risk of fouling the lifeboat's propellers or being rolled on to the trailing fishing gear. An approach on the port side would have been untenable with the beach so close and the danger of the fishing boat rolling on to the lifeboat.

Instead he decided to try to pass a tow line so that he could pull the fishing boat clear of the heavy surf. He told his crew and radioed his plan to *La Morlaye's* skipper. Then, while he remained in the upper steering position and his mechanic stayed in the cabin working the radio and passing echo soundings to the coxswain, the lifeboat was positioned head to sea. The rest of the crew were on deck training the searchlight and standing by to pass the tow as the lifeboat was worked astern towards the casualty. Seas were breaking over the lifeboat but it was only when her stern was about ten feet away that the line was thrown to the fishing boat and the tow quickly made fast aboard. By now the echo sounder, when it could be read, was showing a depth of barely 8 feet.

The tow began using a short line and *La Morlaye* was brought round head to sea. The weight was then taken off to lengthen the tow line but while this was being done a very large breaking sea lifted the fishing vessel so high that the line parted with one end whipping back



Daylight reveals the broken up wreck of *La Morlaye* on Whitley Beach.

photograph by courtesy of Colin Theakston



Coxswain Captain John Hogg.
photograph by courtesy of Shields Weekly News

aboard the lifeboat. It struck Crew Member David Lisle, bruising his leg.

The fishing vessel payed off so that she lay once more beam to sea. The coxswain tried again to get a line on board, using the same method. As the lifeboat manoeuvred astern Second Coxswain Martin Kenny prepared to throw the line but as he was about to do so a very large sea forced the lifeboat's bow into the air and he was hurled aft so that he lay horizontally across the stern rails. Somehow he managed to get back inboard.

Coxswain Hogg decided it was too dangerous to try another near approach and so told his crew to try the rocket line. With the lifeboat in the same aspect as before but standing further off a line was fired. It fell across the fishing boat's rigging but while her crew were trying to reach it, the wind blew it from their hands and it was lost. Another line was fired and this one was held and the tow line was quickly passed and secured. The lifeboat began to tow at low revolutions and for a second time the casualty's head came round to sea. Heavy seas immediately broke over both lifeboat and fishing vessel and as they pitched violently the line parted. Once more *La Morlaye* payed off to broadside on to the sea and wind.

Coxswain Hogg realised that it was now impossible to tow her clear; she would soon be hard aground and breaking up and the only way to save her crew was to get alongside, whatever the danger. The coxswain radioed his intentions to the fishing boat and then put the lifeboat head to sea and worked her astern until she was in a position at right angles to the casualty and just to the south of her stern. He then stopped the port engine, went full ahead on starboard and the incoming sea threw the lifeboat alongside the fishing boat.

There was a rise and fall between the two vessels of up to 20 feet but two of the survivors jumped head first on to the lifeboat and the third was hauled aboard by the crew. They shouted to the coxswain that all were aboard and he turned the wheel hard astern, put

both engines full ahead and drove clear. The time was 0210.

The survivors were kept warm in the cabin and given blankets and a tot of brandy while the lifeboat returned to the Tyne at reduced speed. The lifeboat was back on station at 0227 and the survivors put ashore. Their fishing boat was broken in two pieces and driven up the beach by the next high water and the following tide broke her up completely.

Following this service the silver medal was awarded to Coxswain Captain John Hogg and silver medal service certificates accorded to Second Coxswain Martin Kenny, Motor Mechanic John Watson and Crew Members Trevor Fryer, James Griffiths, David Lisle and John Norris.

South West Division

Windsurfer saved



BRONZE MEDAL

IN A SOUTHERLY GALE FORCE 8, gusting to severe gale force 9, a windsurfer was in trouble in the sea off Croyde. It was 1257 on Sunday December 1, 1985, when Hartland Coastguard alerted Appledore lifeboat station and immediately maroons were fired to assemble the crew.

Speed was essential as the windsurfer was in danger of being swept on to rocks and for this reason the deputy launching authority and coxswain decided immediately to launch the Atlantic 21 rigid inflatable lifeboat, *Long Life I*, on relief duty at Appledore. Manned by Helmsman John Pavitt and Crew Members Michael Weeks and Roy Tucker, the lifeboat headed out towards Appledore

bar. Even inside the bar the sea was rough with a four foot swell; it was some five hours after high water and visibility was clear although the sky was overcast with occasional rain squalls.

Helmsman Pavitt waited for a few moments when he reached the bar to see if it was safe to cross. He watched the pattern of breaking surf and, deciding it was possible to take the lifeboat through, carefully chose his moment to manoeuvre the lifeboat skilfully clear of the bar. Beyond the bar the sea was very confused with the gale blowing across the tide and the helmsman adjusted his speed and course to cope with the wind.

The breaking waves began to reach 20 feet in height near the sailboard and the lifeboat found herself airborne for several seconds as she left the crest of each wave. The man could now be seen directly ahead; he was clinging to his board in confused seas about 600 yards to the south of Asp Rock. He was in imminent danger of being swept down on to the rock by wind and sea where he would have had no chance of survival.

Already a helicopter from RAF Chivenor which was at the scene had tried to winch the man to safety but he had refused help. Helmsman Pavitt knew that he would now have to run straight towards the windsurfer to pick him up. He steered the lifeboat before wind and sea until abeam of the sailboard. Then, in a lull, he turned through 180 degrees to face the southerly wind and brought the lifeboat alongside. Immediately Crew Members Roy Tucker and Michael Weeks reached down and grabbed the man, hauling him aboard. The man was somehow tangled in his own harness which in turn was attached to the sailboard and when he was lifted out of the water, his board came with him. By this time the lifeboat was only some 400 yards from Asp Rock.

On examination the man appeared



The relief Atlantic 21 inflatable Long Life I on exercise.

only to be suffering from exhaustion but the helmsman asked for the helicopter to lift him off so that he would not be exposed to the danger of re-crossing the bar and also so that he could receive a proper medical examination without delay. However, the attempts to winch the man into the helicopter turned out to be too dangerous and had to be abandoned.

Appledore's 47ft Watson class lifeboat, *Louisa Anne Hawker* had by now also launched and was standing by just inside the bar ready to assist the Atlantic 21 when she returned across it. The waves were so high that all navigational marks were obscured from the view of the rigid inflatable's helmsman, his only leading mark being the mast of the larger lifeboat. With the helicopter following overhead, Helmsman Pavitt adjusted his speed to slow and, keeping the lifeboat on the back of an ongoing wave, successfully brought the lifeboat across the bar.

He then opened the throttles and sped back to the lifeboat slipway where the man and his sailboard were landed at 1411. The lifeboat functioned perfectly throughout and was undamaged apart from a foot strap which broke under the pressure exerted by one of the crew members.

Following this service, the bronze medal was awarded to Helmsman John Pavitt and bronze medal service certificates were presented to Crew Members Michael Weeks and Roy Tucker.

South West Division

Exhausted yachtsmen



BRONZE MEDAL

THE YACHT *Sea Victor*, built in Germany during the 1930s, had sailed from Exmouth on the morning of Friday May 2, 1986, on passage to Guernsey. By the evening of the following day after a rough crossing the crew of four were very tired and unsure of their position in heavy seas and head winds some 15 miles north west of Guernsey. The yacht's engine was also proving unreliable.

St Peter Port lifeboat station had answered her call for help and at 0037 on May 4, *Sir Max Aitken*, the relief 52ft Arun class lifeboat on temporary station duty had located the yacht and, under the command of Acting Coxswain Peter Bisson, began to escort her towards St Peter Port.

Just over half an hour later a call came through that another yacht, *Prairie Schooner*, was close on a lee shore on the south coast of Guernsey with her mainsail blown out and with no fuel on board. Deeming her to be in more immediate danger, Coxswain

Bisson was forced to leave *Sea Victor* and head at full speed for the second yacht. By now Alderney lifeboat had been alerted and at 0130 the island's 33ft Brede class lifeboat *Foresters Future*, under the command of Coxswain Stephen Shaw, slipped her mooring and headed out to sea to assist *Sea Victor*. The yacht's position was 9½ miles to the north west of Platte Fougère lighthouse, she was reported now to be without engine power, taking water and her crew were ill with seasickness.

Low water at Braye Harbour had passed and the flood tide was setting to the south west at about half a knot. The southerly wind, force 6 to 7, was creating a rough sea with waves of 12 feet once the lifeboat reached the end of the harbour breakwater. Only occasional gaps showed in the cloud cover between rain squalls; visibility was, at best, four miles.

The lifeboat headed down the Swinge Channel on a course of 260°M, her coxswain having to rely on radar and Decca Navigator in the heavy spray. Clear of the narrows he altered course on to a west-south-westerly bearing and although the lifeboat passed only two miles to the south of Casquets lighthouse, the crew only twice saw the light. The wind was now up to gale force. The lifeboat, passing over the northern part of the Casquets South West Bank, began to encounter very heavy seas and Coxswain Shaw had to make constant adjustments to the engine speed. One very heavy sea, thought to be 25ft, threw the lifeboat 40 degrees off course and heeled her over some 60 degrees. The coxswain experienced rudder stall before he was able to throttle back. The lifeboat came upright readily and once the crew had been checked for injuries passage was resumed.

Just as the lifeboat cleared the bank she began to be able to hear *Sea Victor* on channel 16. A VHF direction finding bearing confirmed that the lifeboat was on course and at 0229 navigation lights could be seen ahead. At the request of the coxswain the yacht fired a green

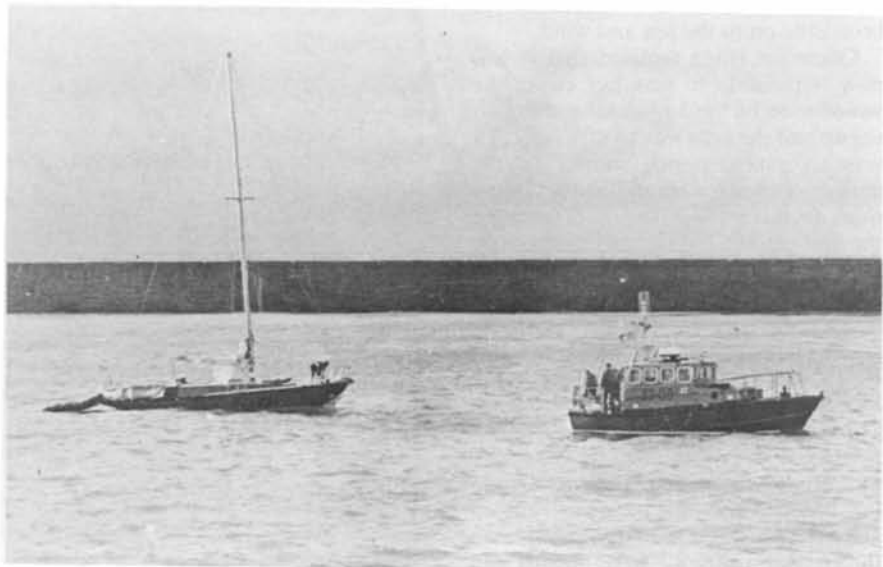


Alderney's Coxswain Stephen Shaw.

flare to confirm that she was the one in trouble. Six minutes later, as she approached the yacht, the lifeboat fired a white para-flare. Its light showed the yacht to be lying hull to, in heavy breaking seas. She was low in the water and shipping water while her crew huddled aft in the cockpit. The wind was due south, blowing at gale force 8 across the tide which was flowing east north east at about 1 knot. A swell of about ten feet hid the yacht's hull from sight in each trough.

Coxswain Shaw decided to put his assistant mechanic Mike O'Gorman aboard the yacht; he was to investigate her low freeboard and make use of his very good knowledge of first aid. The arrival of the lifeboat had coincided with that of a French search and rescue helicopter from Granville and as the coxswain prepared his approach by fendering the lifeboat's starboard side, the helicopter took up a position nearby to illuminate the scene.

Approaching the lee side of the yacht Coxswain Shaw aimed to place his starboard bow alongside while keeping clear of the yacht's 10ft dinghy which was windmilling at her stern on a short painter. The first attempt was abandoned when the coxswain had to apply



Alderney lifeboat and *Sea Victor* outside St Peter Port. photograph by courtesy of Peter Leadbeater

strong stern power to avoid driving over the yacht as she made a violent corkscrew. The second attempt was successful and Mike O'Gorman jumped nimbly aboard.

None of the yacht's four occupants (one a woman) was injured but they were all very tired and seasick. After two days at sea in heavy weather their response level was low and it was doubtful that they would have been able to help themselves if the need arose. Water was already over the floorboards and more was coming into the cockpit all the time. Mike O'Gorman instructed the occupants that all but the skipper must transfer to the lifeboat and rehearsed them in crouching on the cockpit seats, ready to stand when told to do so, while he supported them from behind.

The lifeboat made an approach and the lightest man was grabbed and hauled aboard by two crewmen positioned on the lifeboat's foredeck. The next run in had to be abandoned as the timing was incorrect but on the following attempt the woman was safely transferred. The next pass was called off when it was realised that the yacht's only two lifejackets were now aboard the lifeboat and so on the next approach (the seventh) the lifejackets were passed back aboard the yacht. The third yachtsman was found in the cabin, under a blanket. He was a large man and was transferred only with difficulty when the lifeboat made her next run in.

At this stage the assistant mechanic realised that *Sea Victor* was not actually making water, but simply taking it in from over the side. It transpired that her bilge suction and cockpit drains had been blocked (intentionally, it was later discovered, by the skipper who thought it would prevent the water coming in). The coxswain decided that to pass over a hand pump would risk unnecessary damage and so after one more unsuccessful approach when the yacht's mast lay across the lifeboat's foredeck, hitting Mechanic Rose across the forehead, a tenth and final run in was made and a towing warp was passed and successfully made fast on the yacht's foredeck.

About 200 foot of 2½ inch nylon was paid out and the tow towards Guernsey began at 0317. The MAYDAY was officially downgraded and the helicopter was released. While the yachtsmen slept, three in the lifeboat's cabin and the skipper in the yacht's cabin, the tow continued slowly towards St Peter Port, initially at only 2 knots.

St Peter Port lifeboat now returned from attending to the other yacht, *Prairie Schooner*, (which had successfully extricated herself from her predicament by means of a staysail) and offered to take over the tow. After a short time of observation, however, it became clear that *Sea Victor* was being towed as well as could be expected and to transfer the tow would only risk losing it. At 0415 St Peter Port lifeboat left for her station and Alderney



ST MARY'S, ISLES OF SCILLY, Saturday July 26, 1986: the crew of the 52ft Arun class relief lifeboat *Duchess of Kent*, on temporary duty at St Mary's, assembled, ready to launch, after Falmouth Coastguard telephoned to say that a powered glider had engine trouble eight miles to the north east of Scilly. Twelve minutes later the lifeboat launched when the news came through that the aircraft had ditched into the sea. A Royal Navy search and rescue helicopter was first on the scene and succeeded in winching the two occupants from the floating wreck. The lifeboat then arrived and took the ironically registered G-WAVE in tow. Fortunately there was only a gentle breeze blowing and a slight sea and the glider was successfully brought ashore at Porth Mellon beach. photograph by courtesy of Frank Gibson.



WICKLOW, Thursday February 13, 1986: the 42ft Watson class lifeboat, *J. W. Archer*, setting out at 1325 on service in a gale force 8 to 9 south-easterly, to go to the aid of a catamaran some 20 miles to the south east of the station. The catamaran, *Chataway*, was on passage from Falmouth to the Clyde, and had been at sea for 48 hours in severe weather: her self steering could no longer cope and her crew of four were tired and cold in the near freezing temperatures. She was unable to make any port on the west coast of England or Wales for shelter and as her skipper was unfamiliar with the Irish coast, she was in need of an Irish lifeboat as escort. Clear of Wicklow Head the lifeboat met 20 foot breaking seas in winds gusting to storm force 10. *Chataway* carried a Decca Navigator and was able to report her position with accuracy and an hour and a half after launching, the lifeboat located the catamaran sailing towards them. She was on a course which would have taken her over Arklow Bank where seas were breaking violently and the lifeboat therefore asked her to alter course and began to escort her towards Wicklow. The two vessels reached harbour at 1800 and the four yachtsmen were taken to hospital and later released after a check-up.

lifeboat continued with the tow.

As some lee was found to the north of Guernsey towing speed could gradually be increased. Aboard the yacht Mike O'Gorman, at the helm throughout, encouraged the skipper to help him clear the bilge suction (blocked by pages from a nautical almanac) and to do some pumping.

At 0715 Alderney lifeboat was able to hand the yacht into the care of St Peter Port's harbour launch, just off the port. After a short time secured to the quay while the crew took refreshments and inspected their boat for damage, Alderney lifeboat set off on passage back to station at 0820. She reached Bray Harbour at 0930 and was

immediately refuelled whereupon another call came to escort a yacht with engine problems into harbour. With a change of crew the lifeboat carried out the service and returned once more to her mooring at 1140.

Following the service to *Sea Victor*, the bronze medal was awarded to Coxswain Stephen Shaw and the RNLI's thanks on vellum accorded to Assistant Mechanic Michael O'Gorman. Second Coxswain Martin Harwood, Motor Mechanic Nigel Rose and Crew Member Brian Markell all received medal service certificates.

South West Division

Speedboat swamped

A MAN IN HIS MID-TWENTIES and his 14-year-old sister were carrying out engine trials on a 14ft speedboat in the Severn Estuary on the morning of Monday, March 31, 1986, when they hit one of the piers of the Severn Bridge and broke the sheer pin on the engine.

They began by trying to make for the slipway using a board as a paddle but in the strong current were forced to cling to the north pier of the bridge.

News of the speedboat's difficulties reached Chepstow auxiliary coastguard, James Hewitt, at 1225. He was at Lydney Yacht Club and immediately went to his house where the Severn Auxiliary Rescue Association's 16ft Zodiac was kept. While other crew members were being alerted, Mr Hewitt set off, towing the rescue boat by Land Rover to Beachley.

At the slipway the boat was launched with James Hewitt and two other auxiliary coastguards, Geoffrey Wheeler and Dale Miller aboard. There was a force 5 to 6 fresh to strong north-westerly breeze, the sky was heavily overcast and heavy rain, sleet and snow squalls reduced visibility to less than a quarter of a mile at times. A four knot ebb tide at the launching point was creating high choppy seas.

By now the speedboat was no longer at the bridge pier but had been swept seawards by the tide. The rescue boat

began a search downstream of the bridge, making allowance for wind and tide. At 1328 a coastguard Land Rover reported having seen two people in the water at the entrance to the Shoots Channel. The rescue boat approached the area and continued to search in very low visibility caused by driving sleet.

Ten minutes later the Land Rover which had moved to Sudbrook Point again spotted the two people in the water further downstream and at 1353 the rescue boat found the man. The wind had now backed to westerly and increased to force 6 to 7; the tide was ebbing at about 8 knots, creating standing waves of ten feet. The boat was shipping solid seas as she drew alongside the casualty.

The crew caught the man and hauled him over the port sponson. He was still attached to the speedboat (which had only its foredeck showing above the water) by a rope round his waist and legs. He showed no signs of life, his buoyancy aid was over his head and his face had been under the water.

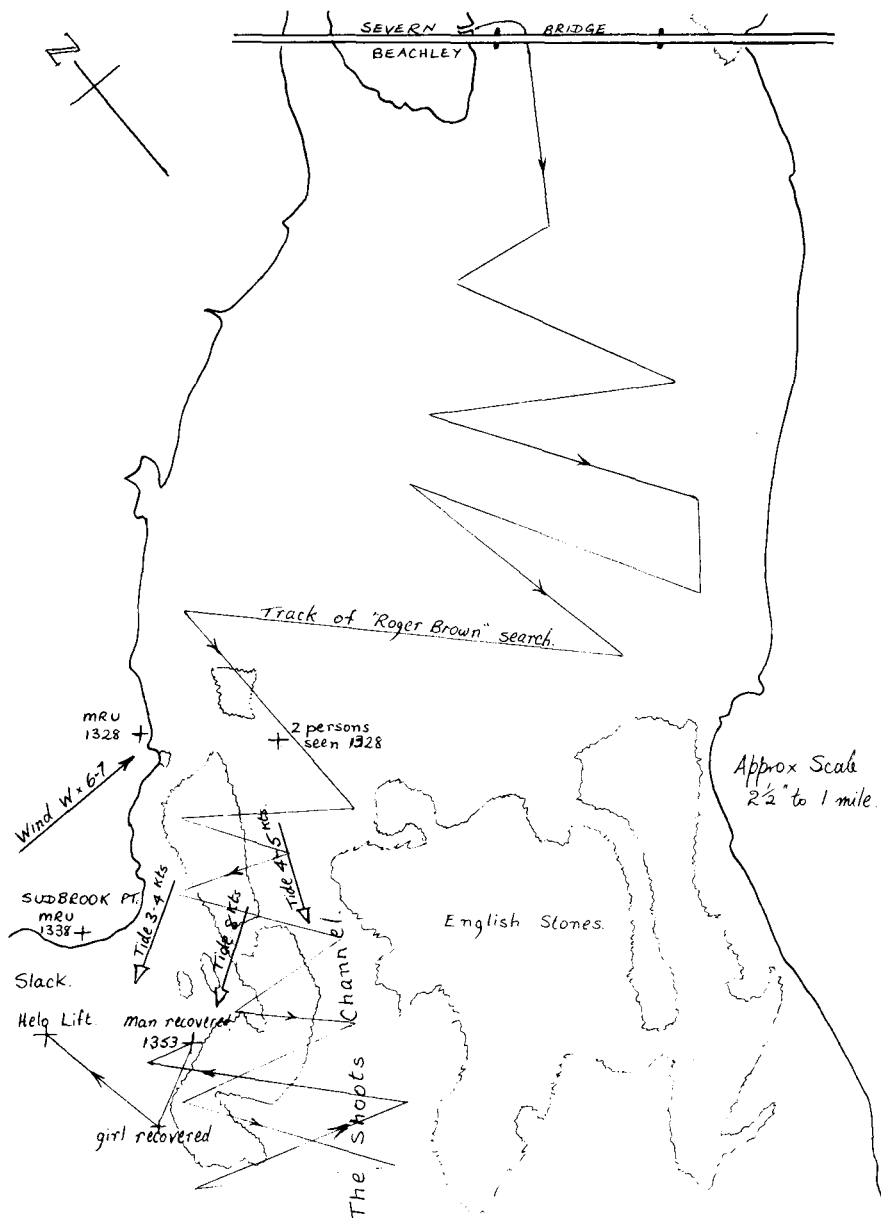
The crew emptied him of water and began mouth-to-mouth resuscitation; just then, the girl was sighted about 50 yards away. As she was pulled over the side of the boat, she too showed no sign of life but after three minutes of resuscitation she began to respond first by vomiting, groaning and finally breathing.

Earlier, while the rescue boat *Roger Brown* was searching for the two people, a second rescue boat belonging to Portishead Yacht and Sailing Club had been launched. She was the 17ft dory, *Mariner*, powered by a 60HP outboard. She had a crew of four on board and her helmsman, Collin Wilson had headed upstream at full speed.

His course took him close inshore to Portishead Point, then across the shoals to Bedwin Buoy. On hearing that the casualty had been seen off Sudbrook Point he altered course again making best possible speed in the six foot seas towards the position of the sighting. Then news came that the other rescue boat, *Roger Brown*, had picked up one of the people in the water. *Mariner* continued to search for the other person until, through the sleet and snow, *Roger Brown* appeared, her crew waving for *Mariner* to come alongside.

The two boats came together and the girl survivor was hauled over into *Mariner*. They drew apart once more and all the time *Mariner* was shipping seas, taking aboard some 60 gallons of water. However, her self bailer was coping and her crew immediately took the lifejacket off the girl, wrapped her in blankets and placed her in a survival bag. She was breathing and was therefore laid in the recovery position with two crewmen beside her to keep her warm.

Meanwhile, aboard *Roger Brown*, the crew continued to try mouth-to-mouth resuscitation on the man. A rope had caught round the base of their



boat's engine and they had to tilt it in order to clear the rope. This accomplished, both the rescue boats headed for the relative calm off Sudbrook Point to await a helicopter which was now on its way from RAF Chivenor.

It arrived at 1400; *Roger Brown* was stopped while the winchman descended and lifted the man in a double harness into the helicopter. The operation was then repeated to lift the girl from *Mariner* as the boat lay with wind and seas on her port bow. The helicopter flew the two casualties to Frenchay Hospital in Bristol where the man was found to be dead on arrival. The girl's life was saved however, and she was treated for hypothermia.

Roger Brown made an uncomfortable passage back to her launching position at Beachley while *Mariner* made a search for the speedboat which was found with only a foot of bow showing above water. A police boat, *Compass Rose*, arrived soon afterwards and with her help *Mariner's* crew were able to right the speedboat and drain her out.

Compass Rose then towed the speedboat to Portishead Pool under escort from *Mariner* and, after a checkout, the rescue boat returned to the slip where she was recovered at 1508.

Following this service the thanks of the Institution inscribed on vellum were jointly accorded to James Hewitt, Geoffrey Wheeler and Dale Miller, crew of *Roger Brown*, and a framed letter of thanks, signed by the chairman, the Duke of Atholl, was received by Collin Wilson, Raymond Herbert, David Herbert and Richard George, the crew of *Mariner*.

South West Division

Harbour accident

THE LIFEBOAT CALL-OUT paging signal alerted Second Coxswain Christopher Tett of Weymouth on the afternoon of Easter Monday, March 31, 1986. He drove straight to the lifeboathouse, and as he made his way inside he noticed groups of young men on both sides of the harbour, many of whom had been drinking heavily, noisily celebrating the end of a hockey festival.

He saw one man dive off the far side of the harbour and thought to himself that to swim across the harbour would be impossible in such cold water. The weather was squally and the strong westerly breeze was creating waves of about one foot in the harbour.

Just then, a young woman burst into the boathouse shouting 'there's a boy out there drowning'. Already she had tried to persuade the young men on the quay to go after him, but they took it as a joke. Second Coxswain Tett assuming it was the swimmer from the far side of the harbour, dashed outside and saw a man in difficulties near the stern of the

lifeboat, only his head and one arm were showing. Kicking off his seaboots, he went down to the water, waded out to the edge of the bank and swam out to the man.

He found him barely conscious, blood and puss were coming from his ears and he was delirious. Shouting to the shore for help, Christopher Tett turned the young man on to his back into the towing position and set off for the bank. Sally Lovett, the young woman who had raised the alarm, fully dressed, helped the second coxswain from the edge of the bank to the steps where Crew Member David Pitman helped to lift him from the water. Others now gathered round and the man was carried into the boathouse and placed on a thermal blanket.

The young woman, who was an SRN on holiday now took complete charge until an ambulance arrived to take the man to hospital. He had, in fact, dived off the quay into only two foot of water and probably landed on an old concrete grid. His severe neck injuries left him paralysed from the arms down.

Christopher Tett, meanwhile had changed into dry clothing and boarded the lifeboat to join his fellow crew members on the service for which he had originally been alerted. This was to go to the aid of an injured seaman aboard an Irish ship 26 miles to the south east of Weymouth. When the lifeboat reached the ship, she was found to be completely without power or electricity, and after the injured man had been taken aboard in a strong westerly breeze, gusting to gale force 8 and a rough sea, the lifeboat stood by until a sister ship was able to put a towline aboard.

For this part in saving the life of the man in the harbour, Second Coxswain Christopher Tett was accorded the thanks of the Institution inscribed on vellum, and Nurse Sally Lovett was sent a formal letter of thanks signed by Rear Admiral W. J. Graham, RNLI director.

Scotland South Division

Propeller fouled

A 30FT FISHING BOAT, *Lizzie*, with two men on board was reported overdue by a fisherman at Annan on the Scottish side of the Solway Firth on the afternoon of Tuesday, April 29, 1986. The deputy launching authority at *Silloth* was informed and at 1610 the station's Atlantic 21 rigid inflatable lifeboat, *Amelia Gregory-Armstrong*, launched with Colin Akitt at the helm and Derek Wilson and James Blake as crew.

As the lifeboat headed north north east up the Firth towards the mouth of the Annan River, where the fishing vessel was last sighted, she encountered moderate four to eight foot seas with a



Silloth Atlantic 21 launches.

moderate south-south-westerly breeze force 4. When nothing could be found at the river mouth the lifeboat began a search between Annan and Powfoot to the west.

Before long the fishing boat was spotted west of Powfoot Golf Course at anchor. A net was fouling her propeller and she was almost aground. She had earlier hit the seabed and was leaking.

Immediately the lifeboat attached a towline and moved *Lizzie* into deeper water to prevent any further damage to her. It was then decided to continue the tow for the three miles back to Annan. This meant negotiating a beam sea which was very rough at times with wind (which had strengthened to force 6) over tide on a lee shore.

However, the two vessels reached the fishing boat's mooring at Annan safely and at 1738 the lifeboat set out for station which she reached thirty minutes later.

Following this service a letter of appreciation signed by the chief of operations, Cdr Bruce Cairns, was sent to Helmsman Colin Akitt and Crew Members Derek Wilson and James Blake.

South East Division

Sixteen minutes: five children rescued

1436: SUNDAY JUNE 15, 1986: honorary secretary of Rye Harbour lifeboat station, while working in the boathouse hears Camber Coastguard on radio to Dover Coastguard requesting immediate launch of Rye's 16ft D class inflatable lifeboat.

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When a Job Needs Doing

Georgette Purches, the RNLI's assistant public relations officer, in Fraserburgh for the naming of the town's new Tyne class lifeboat, found a community which had produced many lifeboating heroes but which had also suffered far more than its share of tragedy. Here she examines the optimism the new lifeboat has brought and the readiness of the young crew to carry out what they consider an essential task.

THE TOWN OF FRASERBURGH stands facing the North Sea and the Moray Firth and the rocky dangerous coast runs away south to Peterhead and Aberdeen and westwards towards Inverness. It is one of the major fishing harbours in the north east of Scotland. It still has a significant inshore fleet although this is gradually dwindling. There are also many more pleasure craft than a few years ago. The town grew up after Alexander Fraser built a castle at Kinnairds Head in 1570, on the site of a "broch", an ancient fortified round-

house. The town was later to be made a Royal Borough by James VI of Scotland and I of England and eventually, in 1786, the original castle became a lighthouse, one of the first in Scotland.

In 1824 and in further consideration to the hazards that surrounded the harbour entrance The National Institution for the Preservation of Life from Shipwreck, as the RNLI was first known, in the year of its foundation placed a rocket line life saving apparatus at Fraserburgh. A lifeboat station was established in 1831 and the records



of the Institution show a service by "a lifeboat belonging to the town of Fraserburgh, kept by a charge of 6d per man on seamen entering the harbour".

Eventually, after the town's lifeboat station closed, the RNLI placed a lifeboat there in 1858 at the request of the residents. Between that time and 1970, no fewer than 15 bravery medals were awarded to Fraserburgh lifeboatmen, but 13 men also lost their lives trying to save others.

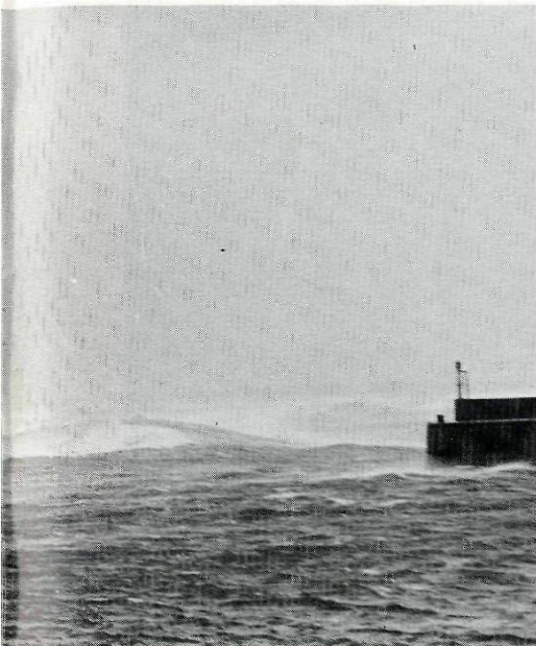
One man to be honoured, only later to lose his life was Coxswain Andrew Noble; he was twice awarded the Institution's silver medal in 1909. The first occasion was in June when a Nairn fishing boat, *Henry and Elizabeth*, was driven on to rocks while rounding the harbour breakwater. One of the crew was washed overboard and drowned but the remaining six clung to the wreck until the lifeboat could be manoeuvred in close and the men taken off. The second medal service happened in September when another fishing boat, *Zodiac*, was washed past the harbour entrance and driven aground; this time Coxswain Noble succeeded in rescuing her whole crew of seven men.

But in 1919 came the first of Fraserburgh's three disasters. The station's first motor lifeboat *Lady Rothes* launched on April 28 in a terrible northerly gale and tremendous seas to HM Drifter *Eminent*. About one mile from land the lifeboat was caught broadside by a huge wave and overturned. The crew were thrown overboard, the engines stopped and the lifeboat was driven ashore. Coxswain Andrew Noble and Acting Second Coxswain Andrew Farquhar were drowned.

Between 1919 and 1953 *Lady Rothes* and her successor, *John and Charles Kennedy*, carried their crews into many hazardous services which resulted in the

The first of the 1909 silver medal services at Fraserburgh: the lifeboat Anna Maria Lee is manoeuvred in close to the fishing boat Henry and Elizabeth of Nairn before her six remaining crew are pulled to safety.





On October 27, 1959, Fraserburgh lifeboat, The Duchess of Kent, heads out into a gale and mountainous seas. In escorting one fishing vessel back to harbour and in plucking the crew of another to safety after their yawl had been rolled onto her beam ends, the acting coxswain of the lifeboat, Alex Duthie, and the motor mechanic, Frederick Kirkness, were awarded bronze medals for bravery. The Duchess of Kent was the lifeboat lost in the 1970 disaster.

award of two further silver and six bronze medals. But in 1953 tragedy struck again. On February 9 the lifeboat was launched to escort fishing vessels into the harbour. Whilst off the North Pier a heavy swell broke on the lifeboat and capsized her. One man was flung out and the other six were trapped under the canopy. Six men lost their lives: Coxswain Andrew Ritchie, Mechanic George Duthie, Bowman Charles Tait, Assistant Mechanic James Noble and crew members John Buchan and John Crawford.

The following year *The Duchess of Kent*, a 40ft 9in Watson class lifeboat was provided by the Institution's funds and named by Her Royal Highness, Princess Marina. She launched 46 times saving 11 lives and saw the award of two bronze medals to her gallant crew. But in 1970 disaster hit the town of Fraserburgh for the third time when, on January 21, whilst on service to the Danish fishing vessel *Opal*, the lifeboat capsized with the loss of five of her six crew. Coxswain John Stephen, Mechanic Frederick Kirkness and crew members William Hadden, James Buchan and James R. S. Buchan lost their lives. Assistant Mechanic John (Jackson) Buchan was flung clear and was picked up by a Russian trawler.

Fraserburgh was shattered. The local people, always so generously brave and selfless, were stunned by this third disaster. There was much controversy over the provision of a replacement lifeboat as it was maintained by many that the previous lifeboat had been too small to cope with the extreme conditions that can be experienced in this area. The impasse continued for nine years.

However, one man in particular, Mr Jack Provan, the chairman of the station branch, together with many other local supporters remained constant in their determination that a new lifeboat should be allocated to Fraserburgh. Finally in 1978 Fraserburgh agreed that it wanted and needed a replacement lifeboat. The RNLI offered *The Royal British Legion*, a steel 48ft 6in Solent class as a relief lifeboat for training and finally in 1979 the Fraserburgh lifeboat station was reborn.

John Sutherland, now station honorary secretary, volunteered for the crew. Looking back on his decision and the return of a lifeboat to Fraserburgh he remarks:

"If you feel the area needs a boat to save life offshore and you are prepared to do that yourself, then it is an easy decision to make. That's why I volunteered. It was no use standing and shouting for someone else to do the job."

John Sutherland was made coxswain.

Three brothers also came forward to join the crew, each of them volunteering separately without the knowledge of the others. Albert Sutherland, cousin of John Sutherland and the present day coxswain and his brothers James and Victor, had always been associated with the lifeboat and had often filled in for crew members when they were away at sea. Albert recalls that the three of them and their fishing boat had once been rescued by Thurso lifeboat:

"It was a bad night at Scrabster - a real rotten night. Victor, James and I - there would have been lives lost that night had not the lifeboat come along. It was a sense of duty but also a sense of paying something back that made me volunteer."

Charles Duthie, brother-in-law to Albert, James and Victor, and Brian Ross, Alex Ritchie and Tommy Summers (now mechanic) also came forward. David Ritchie, now the winchman, volunteered as shed crew, Birnell Herd became deputy launching authority and John Mackinnon station administration officer.

The rebuilding of confidence in the lifeboat and the station as a whole was

a gradual process. John Sutherland recalls:

"It was difficult getting a crew to start with until we got The Royal British Legion, then gradually the crew came about. Each man was a volunteer. The crew are now jelling together very well and are all for the new boat."

He recounted one of the early rescues when a very small craft with two men on board suffered engine failure in an onshore wind. They dropped anchor and the lifeboat and a helicopter went out to search for them. The helicopter found them first and the searchlight under the helicopter shone halfway up the cliff as she went in to lift them off.

"There must have only been feet to spare between her rotor-blades and the cliff. Sometimes the smallest ones are the most difficult."

The lifeboat then went in and towed the boat clear.

The largest craft they have dealt with was a 2,000 ton coaster. The lifeboat took off 11 people and a dog, "mustn't forget the dog" he laughed. Three weeks later the lifeboat had to take salvage workers off the wreck, which is still out there somewhere under the sea. Captain Sutherland retired as coxswain in 1984 and became honorary secretary. There is absolutely no comparison, he says, between the two positions.

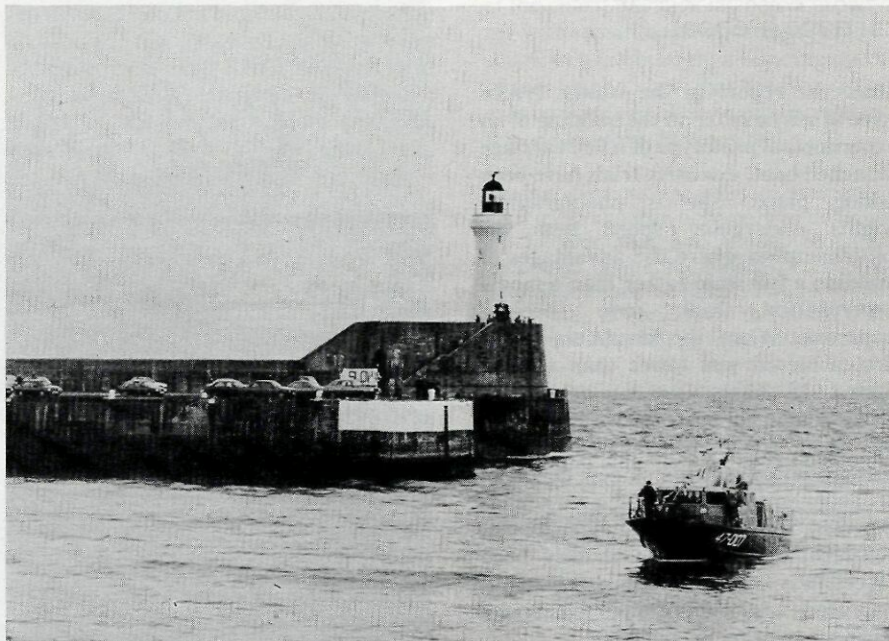
"You don't get the same feeling of self satisfaction - of doing a job successfully. It's more nerve wracking watching them go out and waiting for them to come back. I am on edge from the time they go till when they come back."

It was John Sutherland who first thought about a Tyne class lifeboat for Fraserburgh.

"I saw the Tyne plans in THE LIFEBOAT and was impressed by the design then, before she had even been built. She would fit the boathouse, was made of steel and the lines were very fine."

It is not surprising, then, that in his

November 22, 1985: the new City of Edinburgh enters Fraserburgh harbour for the first time. Capable of 18 knots, she was twice as fast as any previous lifeboat at the station.





Albert Sutherland (above) the recently appointed coxswain at Fraserburgh and (right) members of his crew. They are (l to r) Fred Menzies, Bill Duthie, Graham Clark, Donald Birnie, Iain Sutherland, Robert Morrice and James Buchan.



speech at the naming ceremony John Sutherland welcomed the Tyne class lifeboat so readily.

"In this Tyne class lifeboat we have a boat that is worthy of the crew that will sail in her. I am confident that all service calls will be answered at this station in the manner that has come to be expected of RNLI lifeboats and that the long traditions of lifesaving will continue at Fraserburgh."

Although Captain Sutherland and the crew are delighted with the new lifeboat there are still some people within Fraserburgh, mainly fishermen, who are sceptical about the capability of a 47ft lifeboat. But Albert Sutherland, made coxswain only this year, says,

"The lifeboat is built for the job it has to do; people have to experience a thing before they can comment."

Albert is gradually changing opinions by taking fishermen out on exercise.

Once they have seen how well a Tyne class works they are usually impressed, but the change will be slow.

One of the first services by the Tyne was actually within the harbour. A Danish supply boat reported that she had a man with a badly cut arm on board. The ship came into harbour and as soon as the lifeboat was alongside they simply dropped the seaman overboard. Fortunately the lifeboat crew were able to catch him.

The nucleus of experienced crew members is now ably supported by the younger men of Fraserburgh. Billy Duthie, son of Charles Duthie, Iain Sutherland, son of Captain John Sutherland, Robert Morrice, Alan Smith and Donald Birnie are those on the lifeboat still in their twenties. James Buchan, the youngest crew member, lost his father in the 1970 disaster. In

spite of this he has always wanted to be a member of the crew. When he was 16 he asked to join but his mother Pat understandably would not give her permission. James was taken on as shed crew but now that he is 18 he has been accepted as boat crew. Pat Owen (Buchan) is cheerful and effervescent and says that life still has to go on, but even now, on some days, the disaster just "comes over her". She speaks with a mixture of pride and anguish about her son. She knows that he has been out on service once and realises he must do what he feels right, but she cannot avoid feeling anxious.

Iain Sutherland and Donald Birnie speak with pride about their new lifeboat and they and all the crew displayed that pride throughout the day of celebration that was the naming ceremony of the *City of Edinburgh*. (See *Ceremonies*, p. 56)

UPDATE on the development of the fast carriage lifeboat.

Since the report in the winter 1985/6 issue of THE LIFEBOAT on the building of an experimental prototype of a fast carriage launched boat, extensive trials have been taking place. She is photographed (right) undergoing speed tests off Littlehampton where the advantages of building a full scale rather than a model experimental hull soon became apparent. When the maximum speed first achieved was lower than the expected 18 knots, the builders were quickly able to make modifications to the stern form with immediate and marked improvements. A new design of propeller with greater blade area ratio is expected to give the boat further thrust. Self-righting trials have already been successfully carried out and after further speed trials, preliminary carriage trials are next on the agenda.



WAITING FOR RESCUE



By J. D. Sleightholme

This two-part article, published earlier this year in *Yachting Monthly* and reproduced here by kind permission of the editor, Andrew Bray, and the author, takes a look at rescues from a yachtsman's point of view and asks how crews should prepare themselves for when help arrives. Des Sleightholme was himself editor of *Yachting Monthly* for many years and he and three lifeboatmen make some invaluable observations.

THE IDEA for this article came from reading accounts of services to yachts in *THE LIFEBOAT*. It seemed to me that yacht crews in many cases could have done much to ease their own rescue by having some idea of what might be expected of them. Classic mistakes were securing a heaving line instead of hauling in the towrope attached to it and leaving a tangle of rigging over the side to menace lifeboat propellers.

No single set of rules will suffice though; all services are different. Coxswain Dave Kennett of Yarmouth lifeboat sums this up. 'Crew capabilities vary, weather, sea and currents vary, urgency varies and there may be dismasting, fire, loss of rudder, injury or sickness requiring a doctor on the spot (half his crew are first-aiders), or cliff rescue, an SAR helicopter or the use of breeches buoy may be involved.'

Yacht crews also vary in terms of exhaustion, sickness and morale. Sometimes the only competent people aboard are incapacitated. I wrote four fictional

accounts of Mayday incidents and made my own suggestions as to what the four yacht crews might have been able to do to assist. Then I submitted a copy to the editor of *THE LIFEBOAT*, who in turn sought opinions at RNLi HQ and sent further copies to coxswains on different parts of the coast, namely to Dave Kennett of Yarmouth, IoW, Griff Jones of Porthdinllaen and Ian Johnson of Troon. Copies were also sent to the Royal Air Force at High Wycombe and to the Royal Naval Air Station, Culdrose. In the following fictional narratives concerning Matthew, Mark, Luke and John, I give my own footnotes and those of the experts who responded magnificently. My very sincere thanks to them all.

Matthew

At first he thought they might reach the shelter of North Foreland which lay due west and dead to windward as the 30ft yacht slammed into the rising sea under full engine, but finally Matthew knew

that the distant winking lights were as distant as ever. Aloft the jammed and partly-rolled headsail threshed deafeningly, shaking the whole boat. Earlier, he and Jack had tried beating under engine, but the badly-rolled mainsail and their inability to sheet home the headsail and its overpowering size in the Force 6-7 conditions defeated them.

To leeward lay the busy shipping lanes and shoals and broken water beyond; to port was the Dover Strait and to starboard the maze of the Thames Estuary—which Matthew could have coped with had he been able to get at the chart, but Jack lay below groaning with seasickness, uncaring. A fresh squall of wind brought a blinding murk of rain and he knew that the forecast gale had arrived. They were in trouble. It was time for a Mayday call.

Having given his approximate position, he must try to maintain position. Should he also try to spur Jack into action, brutally if necessary, before he himself becomes exhausted for lack of relief? The boat could drift miles to leeward if the helm is left unmanned. The rescue will probably involve a lifeboat tow, and he may be called on VHF to show flares. When the lifeboat does arrive (it may be a couple of hours or more), he should keep motoring head to wind so that the lifeboat can come up on his quarter to put a crewman aboard to attach the tow. The odds are that he and Jack will remain aboard while the crewman takes over.

Griff Jones comments:

Matthew should tell the lifeboat if he is having trouble coping alone rather than try to attach

the tow himself which incurs the greater risk of falling overboard. It would be helpful to tell the coxswain the compass heading that he is steering and he should look out for any loose gear over the side or streaming astern.

Dave Kennett:

Putting a lifeboatman aboard a casualty in rough conditions can be quite dangerous and he (Dave Kennett) would only attempt it if absolutely necessary, perhaps if crew and vessel were totally incapacitated. In some conditions, an inflatable dinghy with outboard might be used to transfer a survivor. If the vessel's engine was running properly, and if conditions of wind and sea were very severe, the lifeboat might escort the other vessel, but if she was on tow it would be very important to report the progress of the tow at regular intervals, especially at night.

Ian Johnson:

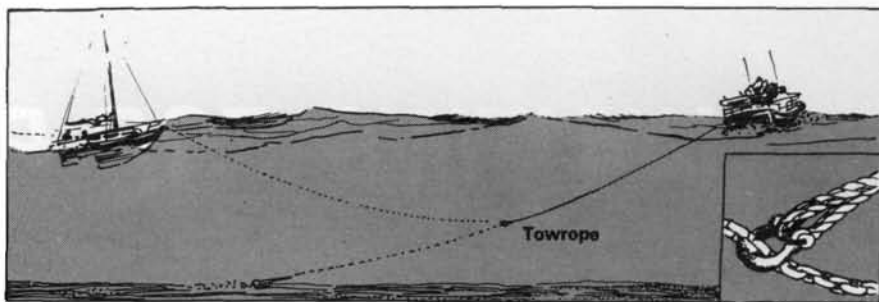
Matthew should not try to spur his seasick crew into action. A seasick person on deck can be a liability to himself and to others. Matthew would be under extra strain in having to watch over Jack the whole time.

Having VHF radio is of great value, not only from the reassurance it gives but because most lifeboats carry VHF direction finding equipment. Having red flares handy for when the lifeboat gets closer is a great help too. In this particular case, he would probably try to put at least two lifeboatmen aboard the yacht, one of them a first-aider.

Mark

After supper they sat in the cockpit enjoying their coffee, savouring the little offshore breeze after the hot day and listening to the sigh of the gentle swell among the rocks fringing the tiny cove. It had been a calm, gorgeously hot day and ideal for the kids to snorkel among the rocks; they lingered a while and then turned in.

Mark woke to the patter of wavelets



Bowline around anchor chain as a means of plucking the anchor out and towing the yacht seaward by it. A danger is that a bight of chain may form, causing the anchor to bite again instead of dragging out. Use a heavy shackle with its 'D' side to the chain and seize the pin

at the bow and the whisper of a breeze aloft; the boat was rolling gently. He rose and went to the hatch. It was pitch black and the wind was now ashore, but no more than Force 2—a thermal breeze after a hot day, he supposed, and to be expected. He returned to his bunk, sitting up with the intention of staying awake for a while. He jerked awake guiltily, then leapt from his bunk in alarm. The boat was plunging, snatching at her chain and white-capped waves were marching into the anchorage and thundering on the rocks astern. He woke Jane and the boys. 'We're going to have to move,' he told them, trying to hide his anxiety.

A sudden vicious crash from the cable and the paying off of the bows told him they were dragging. He raced forward and paid out more scope, feeling the anchor bite again. Next the engine. It roared, spluttered and died. Cursing, he stabbed the starter button and it fired, ran briefly and died again . . . The rocks were no more than 60 yards astern, the seas exploding skyward from them. Mark went forward and paid out still more scope; then, steeling himself to

remain calm, he set to work on the engine, trying to ignore the crash of the anchor cable as he attended to filters—bled the engine. 'Mark, Mark we're dragging again!'

He waited no longer.

'Jane, lifejackets, bring the kids aft.' He reached for the VHF microphone.

Since time is so vital, this might well become a helicopter service and a cliff rescue team might be alerted. If a lifeboat is sent, she may back in, avoiding the yacht's anchor cable which would be jerking close to the surface. A lifeboatman may be put aboard, although it would be dangerous. Mark might perhaps help by making a bowline in his best warp around the anchor cable so that the lifeboat could then tow out his anchor to seawards.

More urgently, he should keep his family together, even rope them together loosely, so that if they have to enter the water they won't become separated, and so they stand a better chance of getting ashore over the rocks.

If the boat drags ashore, she will turn beam-on and solid water will break over her.

Dover lifeboat tows in a German ketch.

photograph by courtesy of B. Knewitz





Mark must guard against anyone falling between boat and rocks, but they must stay with the yacht for as long as possible. Mark must also be ready to slip his anchor cable completely if told to. Can he do this easily?

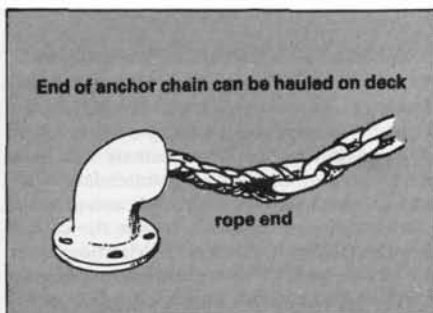
Griff Jones comments:

Holding ground under high cliffs is likely to be poor and if the flood was making and the depth was increasing, the anchor would stand less chance of holding. Going alongside must be tricky and time-consuming. Although making a bowline round the anchor cable could work, the warp still has to be passed to the lifeboat—not easy from a pitching deck. Griff would prefer to use a bow heaving line and a grapnel to pick up the anchor cable, then tow the yacht by it into deeper water where a proper tow could be joined and the anchor recovered. Slipping the cable altogether wouldn't be necessary, but greasing the bitter end shackle at fitting out time is a wise precaution, better still fit a Senhouse slip.

A length of synthetic rope which allows the last links to be hauled up on deck and cut adrift is also effective—J.D.S.

Ian Johnson:

Get the people off the yacht. There are several ways of doing this: 1 Going alongside, bows first, would be hazardous and should only be attempted in dire straits; 2 Anchoring the lifeboat and sending in the inflatable with a light line so that the towing warp can be hauled over and secured, transferring the casualties while the lifeboat took the load,



A rope tail on the bitter end of the chain allows it to be hauled out on deck in case there is a need to slip it in a hurry

then recovering the yacht's anchor and towing her clear. 3 The third option might be to anchor the lifeboat upwind and veer her cable, avoiding the yacht's anchor cable, until the lifeboat is close enough for the transfer of casualties.

Conditions would dictate which method was used, but in all cases the people on the yacht should be ready to act instantly upon instructions.

Dave Kennett:

Anchoring the lifeboat and veering down on the yacht also means that it is easier for lifeboatmen to heave a line downwind to Mark than the other way round. Alternatively, a rocket line might be used in which case Mark should have a boathook ready and, in case he couldn't reach the line in the water, a light, weighted line (like a leadline) which could be thrown over the rocket line to bring it closer.

*Mark would then have to haul in the rocket line until he reached the tow rope attached to it, make fast securely and signal to show he'd done so. Dave wasn't too happy about the idea of making a bowline around the yacht's anchor cable. 'It could prove a nuisance if the bowline caught half-way along the chain and a bight of chain was pulled seawards, perhaps causing the anchor to bite again at a crucial moment. Better would be a large, heavy shackle made on to the towrope which would slide easily down the anchor cable—such a shackle would be useful at another time for recovering a fouled anchor.'**

*Apropos the use of a heavy shackle: since it has to slide down the cable under load, the shackle pin could spin and come adrift unless Mark remembers to put the 'D' of the shackle in contact with the anchor cable or to seize the pin—J.D.S.

Should Mark rope his family together? Dave preferred not to be too categorical about it, pointing out a possible and dangerous pitfall. 'The rope could snag round a rock thus preventing anybody from reaching the shore, or they could drift either side of some obstruction. Above all, stay with the vessel'. He adds that taking some distress signals ashore is worth remembering because, although the wrecked yacht may be seen by rescuers, human figures among rocks are hard to spot.



Coxswain Griff Jones



Coxswain Dave Kennett



Coxswain Ian Johnson

Next issue . . .

Des Sleightholme and our three coxswains look at two more situations: At the end of a family cruise, Luke runs aground at three-quarters ebb and their boat begins to pound heavily on the sand in a rising onshore wind; a few hours later in gathering darkness and a full gale, a shroud parts on John's yacht and the mast goes over the side.

Once the Mayday has gone out and the tangle of wires has been cleared, how would you prepare for rescue?

Note: The advice in this article is given by the author and not by the RNLI or other rescue organisations. The RNLI is not an advisory body for yachtsmen and the comments of coxswains given here must be regarded as those of individuals, albeit highly experienced seamen.



CEREMONIES



Aith, July 25, 1986: With a population of just 220, Aith played host to their Royal Highnesses the Prince and Princess of Wales and welcomed more than 600 seated guests and participants for the naming of the community's new Arun class lifeboat *Snolda* and the opening of the pier which has been built to accommodate her. To the accompaniment of music provided by the Lerwick Brass Band, 200 smartly uniformed young people representing the various youth organisations on the island began the ceremony by marching to the site to provide an avenue of honour.

Alongside the new lifeboat lay the boat she was replacing, *John and Frances Macfarlane*. Among other vessels paying tribute were the motor tug *Lyrie*, its fire hoses on full pressure in the background and, to the delight of all associated with the RNLI, the Norwegian lifeboat *Skomvaer III*.

On their arrival, the Prince and Princess were escorted to the platform along the narrow pier past crowded seats by two young Shetland fiddlers, J. R. Deyell and A. Deyell, playing a tune specially composed for the occasion by B. Sandison. The proceedings were opened by the Aith branch chairman, Dr Margaret Shimmin, who invited Mr Edward Thomason, Convener of the Shetland Islands

Council, formally to hand over the pier to the RNLI. Prince Charles then unveiled the splendid granite commemorative plaque and declared the pier officially open. Mr P. Everett, managing director of Shell UK Exploration and Production, was introduced as representative of the donors of the lifeboat. He duly handed the lifeboat over to the Duke of Atholl, chairman of the RNLI, who in turn delivered her into the safe keeping of station honorary secretary, Mr D. Garrick.

After the service of dedication a battery of cameras clicked as the Princess of Wales rose to her feet, to name the lifeboat *Snolda*. She pressed the button and the bottle of champagne broke, with an alert Coxswain Henry standing poised to deal with any technical hitch that may have arisen but who was delighted when only required to call for three cheers for the charming and friendly namer. With the formalities over the royal couple walked to the boat to meet the crew (above) and then joined invited guests in Aith School Hall for light refreshments and to witness Mrs Henry, the coxswain's wife, cut a huge and splendid christening cake provided by Mr Boland with its top tier a remarkable likeness to the station's new Arun class lifeboat.—K.T.

photograph by courtesy of Dennis Couits



Poole headquarters, July 25, 1986: When Stephen Willoughby died tragically young, his family decided they would buy a lifeboat in his memory. The relief 16ft D class lifeboat *Stephen Willoughby* was therefore officially handed over and dedicated at Poole during RNLI open days. Councillor Lt Cdr G. Bailey, Mayor of Poole and the Mayoress, Mrs Bailey, were present at the ceremony together with members of the Willoughby family and their friends. Mr Richard Willoughby, father of Stephen, is seen here addressing the gathering before he handed the lifeboat over to the RNLI's deputy director, Lt Cdr Brian Miles.



Appledore, June 21, 1986: Mrs Trevor Thomas demonstrates the only way to christen an Atlantic 21. In this case it was *Manchester and District No XXXII*, funded by an appeal inspired by a former Lord Mayor of Manchester, Mr Trevor Thomas. The ceremony took place at Appledore Quay where Cdr Peter Gladwin, superintendent of the RNLI Cowes base where the lifeboat was fitted out, accepted the lifeboat from the ex-Lord Mayor and handed her into the care of station honorary secretary Dave Garrett. Afterwards Mr Thomas and his wife went afloat in the new Atlantic 21 while a helicopter from RAF Chivenor flew the RNLI flag overhead. An unusual bonus from the day came when guests at a nearby wedding reception spotted the display and the newlyweds decided to pass the hat around and took the £30 proceeds down to the beach where it was collected by the crew and civic guests aboard the lifeboat.



CEREMONIES



Cromer, June 20, 1986: Cromer townspeople donated generously towards *Ruby and Arthur Reed II*, the station's brand new 47ft Tyne class lifeboat, and it was therefore fitting that so many should be there, joined by holidaymakers and visitors from other parts of the country, for the lifeboat's christening by the RNLI's president, the Duke of Kent. Hundreds of colourful flowers and plants generously supplied by Cromer Town Hall helped to transform the grey windswept day, reminding everyone that it was mid-summer. Local schoolchildren, given a special holiday for the occasion, lined the paths down to the pier, music was provided by the Aylsham Silver Band and the Choir of Cromer Parish Church led the singing during the service of dedication.

The new lifeboat was funded by a legacy of Mrs R. M. Reed and by a local appeal to the public and business communities of Cromer and surrounding areas. Major Anthony de G. Webster, chairman of Cromer branch and previously chairman of the Cromer Lifeboat Appeal committee, opened the proceedings and handed the lifeboat over to the RNLI. The Duke of Atholl, as chairman, received the lifeboat on behalf of the RNLI and delivered her into the care of

Cromer lifeboat station. Mr Jim Smith, BEM, station honorary secretary, accepted the lifeboat saying: "... it is a proud day indeed and gives me great pleasure to accept this new lifeboat on behalf of Cromer station ..."

After the service of dedication, the Duke of Kent addressed the audience saying that the new lifeboat was a tribute to both the RNLI's designers and to the local people who had worked hard to raise money to help pay for her. "... The Cromer station now has the latest and best equipment available but we should never forget that any lifeboat station's greatest asset is its crew members who, with the patient support of their wives and families, are ready at any time to face the worst conditions that wind and sea can produce ..."

The Duke then walked from the front of the pier to the lifeboathouse where the new lifeboat could be seen on the slipway. He named the lifeboat *Ruby and Arthur Reed II*, and as the champagne broke across her bows, a helicopter from RAF Coltishall flew past, streaming the RNLI flag.—H.D.

photographs by courtesy of Jeff Morris



Glasgow, June 11, 1986: the relief Arun class lifeboat ON 1108 visited the City of Glasgow for her official naming ceremony and service of dedication. She had been substantially funded from the legacy of a former resident of Glasgow, Miss Margaret Russell Fraser, who had specifically requested that her bequest should benefit the RNLI in Scotland. The lifeboat, dressed overall, had among her crew no fewer than four Scottish recipients of RNLI gallantry medals—Coxswain Alexander Gilchrist, Campbeltown (silver), Coxswain Ian Johnson, Troon (silver), Coxswain Mike Storey, Girvan (bronze) and Crew Member Arthur Hill of Largs (silver). Before a backdrop of the survey ship, *HMS Hecate*, she provided a splendid spectacle for more than 200 invited guests who gathered at the Yorkhill Basin, Glasgow.

The preparation of the site and the provision of all facilities had been gratuitously and meticulously attended to by the local authority's Parks and Recreation department. With a 40-strong Salvation Army Veterans Band providing stirring music, the stage was set for Cdr Cargill Sandeman to welcome the guests from the city and many

neighbouring guilds and branches. This included twelve Storm Force members from the Barrassie School in Troon, two of whom presented bouquets to the ladies on the platform. Miss Mary Shanks, a personal friend of the deceased and an executor of her estate (above, r), handed the boat over to the RNLI, represented on this occasion by Lt Cdr Brian Miles, deputy director (2nd r).

With the moving dedication of the boat performed, The Lady Provost of Glasgow, Mrs Mary Gray, spoke generously of the RNLI and in so doing announced the Lord Provost's pleasure in being associated with a proposed City of Glasgow Lifeboat Appeal which would fund an Arun class lifeboat to go on station at Troon. With this welcome news Mrs Gray proceeded to the quayside and named the lifeboat *Margaret Russell Fraser*. The bottle broke, the whole assembly cheered and the boat manoeuvred alongside to take the platform party afloat on the River Clyde. This had been a unique occasion for the City of Glasgow and a rare opportunity for committees in the area to participate in a naming ceremony.—K.T.



Fraserburgh, June 25, 1986: The arrival of the Duke of Kent was heralded by the skirl of bagpipes as lifeboatman Robert Morrice, piper for the day, led the official party to the platform where the Duke was to name the town's new 47ft Tyne class lifeboat following the tradition set by his mother, HRH Princess Marina, who performed the last naming ceremony in Fraserburgh in 1954.

The Lord Provost of the City of Edinburgh, Dr John McKay, welcomed the lifeboat to Fraserburgh and referred to the £430,000 appeal to the people and business community of Edinburgh to fund Fraserburgh's new lifeboat. So successful was the appeal, to which the people of Fraserburgh also donated the magnificent sum of £80,000 through the work of the tireless ladies' guild, that some £480,000 was raised in total.

Sir Charles McGrigor, Convener of the Scottish Lifeboat Council and a member of the RNL's committee of management, then acknowledged provision of the lifeboat and commended it for the use of Fraserburgh lifeboat station. Captain John Sutherland accepted the lifeboat and finally, Lady Saltoun, honorary president of Fraserburgh ladies' guild, proposed a vote of thanks. Following a service of dedication The Duke of Kent addressed the attentive gathering:

"Today marks the opening of a new chapter in the history of the Fraserburgh lifeboat station and sets the seal on the friendship between the citizens of Edinburgh and Fraserburgh. Your lifeboat station has a proud record and the gallantry of Fraserburgh lifeboatmen has been recognised by the award of 15 bravery medals over the years. But you

have also suffered terribly from lifeboat disasters, losing two men in 1919, six men in 1953 and five men in 1970, when the lifeboat, Duchess of Kent, named by my mother in 1954, capsized on service to a Danish fishing vessel. I recall the words of Lord Saltoun at the funeral service which I attended on a bitterly cold day in January 1970. He said, "I have never called lifeboatmen heroes. I have always felt that they are men who can appreciate the risks they run even better than I—but who strain their hearts to outstrip a comrade getting to the boat because they will not let fear be their master. Such men were these."

"Those qualities still apply to our lifeboat crews. Few of them would describe themselves as heroes but all know the risks they run and yet they still put out to the help of complete strangers without thought of reward. Everyone in the RNL can be proud to be associated with such men. Today, in celebrating the arrival of a new lifeboat in Fraserburgh, we also remember the sacrifices of the past. I am sure that it was admiration for the lifeboatmen that spurred on fund raisers both locally and in Edinburgh to achieve such a magnificent sum to pay for the new lifeboat. She is a sophisticated and expensive craft but I know that both local seamen and other users of the waters of Fraserburgh will feel much safer for her presence. She exemplifies a great spirit of generosity both in the time and effort given to the City of Edinburgh appeal and in the dedication and skill with which the lifeboat crew will carry out their work for many years to come. It therefore gives me great pleasure to name this lifeboat City of Edinburgh. May God bless her and all who sail in her."—G.P.



Tenby, May 17, 1986: meteorological records showed Tenby to be the wettest place in the country on the day the station's new D class inflatable lifeboat was handed over and dedicated. This did nothing to dampen the spirits of sisters Sheila and Moira Barrie (1 and 2nd r) who gave the boat, *Charlie B.*, in memory of a much loved dog. Mr. Raymond Cory (3rd r), a deputy chairman of the RNL, was at the ceremony, officially to accept the lifeboat from the Misses Barrie and to place her in the care of Mr Eric Bancroft (with umbrella), honorary secretary of Tenby lifeboat station. The lifeboat is the first of the new Avon type D class to go on station.

photograph by courtesy of *Western Mail and Echo*

Books...

● John Kennedy served as honorary secretary at the Lytham lifeboat station from 1951 to 1976 and from this position he was able to observe every facet of the life of the station. He has now put pen to paper and the result is one of the most witty and lively station histories published. **The Lythamers** (Countryside Publications, School Lane, Brinscall, Chorley, Lancs, £2.95) is aptly subtitled *The story of Lytham lifeboat and its people*, as it is full of colourful anecdotes about the characters at the station.

Every lifeboat community depends on scores of people and Mr Kennedy skilfully interweaves their tales with the history of the lifeboats and their



Coxswain Thomas Clarkson

rescues. The book also contains some fascinating photographs and has a wonderful colour portrait on the cover of Thomas Clarkson, coxswain of the Lytham lifeboat which succeeded in rescuing 12 men from the barque *Mexico* on the night that 27 lifeboatmen from St Annes and Southport were lost.

The book ends with a touching letter of thanks from the owner of an Italian vessel, rescued by the Lytham crew, in which he says:

'There are no words to express our gratitude! In the night of September 13th the glorious and heroic history of the English marine had in the crew of the Lytham (lifeboat) her splendid ensign bearer.'—R.J.K.

● There are still available some copies of **Rule, Britannia**, the official catalogue produced for last January's maritime exhibition of paintings and other collectors' items at Sotheby's. The description 'catalogue' does scant justice to so lavish a publication which contains over 200 pages of colour and black and white photographs of the exhibits, together with detailed and fascinating descriptions of each item. As well as being a self-contained record of our maritime heritage it also contains

a section of lifeboat paintings, models and other curiosities which should be of particular interest to readers of this journal. The catalogue is available from the RNLI, 202 Lambeth Road, London SE1 7JW at a specially reduced price of £5, including postage and packaging.—E.W-W.

● To appreciate fully **Le Sauvetage au temps des avirons et de la voile** English readers are going to have to brush up their French. For this is a book by Jean Pillet, a member of the Committee of Management of the Société Nationale de Sauvetage en Mer, the French lifeboat service. But even for those who cannot tell their *mât* from their *gouvernail*, a thumb through the 230 pages of this book will find a wealth of photographs, many from the last century, depicting French lifeboats in the days of sail and oar.

What is most striking is the similarity between French and British lifeboat design before the arrival of motorised lifeboats and the splendid old photographs have a very familiar appearance to anyone used to seeing old RNLI photos. The book looks in detail at design, rig, launching methods and above all stories of rescues as impressive and as harrowing as our own. Royalties from the book (price: 320 French francs) go directly to the French lifeboat society; its publishers are: Le Chasse-Marée, Abri du Marin, 29171 Douarnenez, France.—E.W-W.

● Towards the end of the eighteenth century fishermen and beachmen, at least in East Anglia, formed themselves into Beach Companies for the purpose of salvage and rescue work at sea. Later many of these were the crews manning the lifeboats first of the Norfolk Shipwreck Association, and then of the RNLI. In **Caister Beach Boats and Beach Men** Colin Tooke recounts the tale of the Caister Company and the lifeboats; he tells also of the Coastguards and Rocket Companies and briefly describes the present day Caister Volunteer Rescue Service which since 1973 has run an ex-RNLI Liverpool class lifeboat. The booklet, costing £1.20 plus 25p for post and packing, is published by Poppyland and can be obtained from Colin Tooke, 22 Beach Road, Caister-on-Sea, Gt Yarmouth, Norfolk.—R.R.D.

● Jeff Morris has produced three new books to add to his already impressive library of lifeboat station histories. Plymouth is the latest place to receive his scrutiny and a place where, particularly in the days of sailing ships, the tempting calm of her sheltered Sound was matched by the treachery of its rocky approaches. A lifeboat station was set up at Plymouth as early as 1803 and in **The History of Plymouth Lifeboats**, Jeff Morris takes us from the early days

when surprisingly no record exists of either of the station's first two lifeboats ever launching in anger, through the much busier second half of the nineteenth century, the rugged days of sail and oar, and finally to motorisation, mechanisation and today's Waveney class lifeboat.

The Closed Lifeboat Stations of Anglesey traces the history and rescues of the lifeboats at Llanddwyn, Rhosneigr, Rhoscolyn, Port Rhuffydd, Cemlyn, Cemaes, Bull Bay and Penmon stations which operated rowing and sailing lifeboats from the early 1800s until the early 1900s, when the introduction of engines meant that fewer lifeboats were needed. The first lifeboat to be stationed at Anglesey was placed at Llanddwyn in 1826. In 1823 the sailing packet *Alert* was wrecked between Cemlyn and the Skerries with the loss of 145 lives. The Reverend James Williams, who witnessed the tragedy, set up the Anglesey Lifesaving Association which purchased a number of lifeboats for Anglesey, amalgamating with the RNLI in 1852.

Finally, an updated and amplified **Story of the Aldeburgh Lifeboats** has been produced following the success of the first edition which was published in 1980.

The first two of these books (Plymouth and Anglesey) are available direct from the author, 14 Medina Road, Foleshill, Coventry, CV6 5JB, price: £1.75 each (including postage and packing) or £3.30 (including p. and p.) for the pair. The Aldeburgh book is available from Mrs B. Grayburn, 12 Lee Road, Aldeburgh, Suffolk, IP15 5HG at £1.25 (including p. and p.)—E.W-W.

● Courage is not a commodity lacking in lifeboat crews and certainly not in the men who have served nor those who still serve on the lifeboats of the Romney Marsh coast. In the introduction of Edward Carpenter's book, **Wrecks and Rescues of the Romney Marsh Coast**, the story is told when, in November 1891, after three attempts to launch the Dungeness lifeboat had been made, it eventually capsized with the loss of two men. Fisherman Isaac Tart said: *'It's no use lads, it may be sure death to go in the Sandal Magna (the New Romney lifeboat), I dare say it is, but it shall never be said that Isaac Tart stood and watched sailors drowned without ever trying to rescue them, so I'm going—now, who will come with me?'*

With a crew of volunteers he put out in raging seas and rescued eight men from the rigging of their ship. As the author rightly says, such deeds should not be forgotten. And they are not; all lifeboat stations from Hythe to Rye Harbour are described from their earliest days right up to date. Severe storms and shipwrecks are recorded and there is no mistaking the pride which Mr Carpenter feels for the men who crew the lifeboats on that part of the

British coastline. The book is amply illustrated with many black and white photographs and drawings and all in it is a very informative and well written book. It costs £3.95 and is available, with a further 45p for post and packing, from the honorary secretary, RNLI Dungeness, 34 Coast Drive, Lydd-on-Sea, Romney Marsh, Kent TN29 9NL.—S.J.G.

● **Wooden Boat Building in Britain** (Nautical Books, £11.95) edited by Iain Oughtred, is a directory of boat builders, designers and material suppliers of boats built in wood. It is cheering and encouraging to find that there are so many boat builders in wood still active in Britain and it can only be hoped that they will all find enough work to keep going and, indeed, increase their numbers.

The book is made out in the form of the builder's answers to a questionnaire provided by the editor; these form the framework of the book together with numerous photographs. This work is most illuminating and worthy of study, especially, of course, by those who own or are considering owning a wooden boat.—B.A.A.

The following books have also recently been published:

Living with Duck's Disease, the amusing and absorbing autobiography of a salesman, Eddie Wigmore. Available at £6 from the author, Linden Lee, High Street, Childe Okeford, Blandford, Dorset, DT11 8EH. Gross proceeds go to the RNLI.

The Quest of Simon Richardson by Dorothy Richardson (Victor Gollancz, £10.95). A mother's biography of her young sailing adventurer son who sailed with H. W. Tilman and who was lost with him on their fateful voyage in 1977.

Atlantic Disaster by Richard Garrett (Buchan and Enright, £13.95). A history of shipping disasters in the Atlantic, including the loss of the *Titanic*.

Nicholas Pocock 1740-1821 by David Cordingley (Conway Maritime Press, £12.95). A book in the series of Conway's Marine Artists chronicling the life and work of this much admired painter.

Weather at Sea by David Houghton (Fernhurst Books, £5.50). The weather explained for sailors.

Tides and Currents by David Arnold (Fernhurst Books, £5.50). How to find out about predicted water flow and how it will affect your sailing.

Inshore-Offshore by Michael Pocock (Nautical Books, £12.95). Cruising and racing stories, lessons learned and discussions on yacht design.

This is Catamaran Sailing by Ernst Barth and Klaus Enzmann (Nautical Books, £10.95). How to perfect trim, balance and tactics for the racing catamaran sailor.

Still Wet Behind the Ears by Lesley Black, illustrated by Mike Peyton (Fernhurst Books, £5.95). A look at the impossible and hilarious situations which can confront even the more experienced cruising sailor.

Seaworthiness: The Forgotten Factor by C. A. Marchaj (Adlard Coles, £14.95). A critical analysis of the design and safety of racing yachts.

Letters...

Beeching's medal

At the Great Exhibition of 1851, one James Beeching was awarded the prize bronze medal for a self righting lifeboat. It is thought this boat was the best if not the first self righting lifeboat to be invented. James Beeching was my ancestor on my father's side and I have this medal in my possession, also the certificate signed by the Prince Consort Albert and presented by the Duke of Northumberland.—MRS E. M. KERSHAW, *Abergele, Clwyd, North Wales*.

Any advance?

Does the South East and Bexhill-on-Sea qualify for the record of having the oldest collector on lifeboat day? Our Mrs V. H. I. Maynard—the mother of my chairman—was on duty and she is in her hundredth year along with her assistant who is a mere 93. It's the air down here you know!—FRANK HARRISON, *honorary secretary, Bexhill-on-Sea branch, East Sussex*.

Too close for comfort

I went to sea in 1941 and was made redundant about two and a half years ago, and during my years at sea I sailed as sailor and bosun, and on two

occasions during those years we went to assist yachts in distress in bad weather, and both times we made the same mistake. Instead of just standing by them till the weather abated, the captains on those occasions were too anxious to hurry things along and went alongside the yachts. The result in both cases was that the frail yachts got badly smashed up and nearly dismantled by heavy seas dashing them up against our steel hull. It was also very obvious to us that the occupants of the yachts were all terrified at being in such close proximity to us, whereas before we went alongside they were riding out the weather reasonably well.

The reason I am writing this letter to you is to point out the danger of large steel hulled ships going alongside frail craft like yachts in really bad weather when they could just lie off to windward within hailing distance until the lifeboat arrives. I have always had the greatest admiration for the brave and efficient men who man the lifeboats and great confidence in their abilities because they are highly skilled in their work, and have fast and highly manoeuvrable boats, and above all, something money can't buy, experience in life saving at sea.

The old sailors saying has always been: 'Stay with your vessel till the very last, and only abandon it when she is filling with water so fast that she must be abandoned.' Masters rendering assistance could stand by with one of their liferafts inflated and in the water with a

line attached to be paid out only in the event of a person or persons actually being seen in the water.—JOHN CREE, *Hull, Yorkshire*.

Day to remember

I have been a member of Shoreline for some years now, but last Friday was the first occasion on which I was able to attend one of your Open Days. What a fascinating and happy day it was! I went with my sister and we intended to spend a couple of hours at the RNLI and then go off elsewhere, but in the end we spent the entire day until 6.00 pm at the RNLI. Thank you and all the staff and volunteers at headquarters for a marvelous day.

We particularly enjoyed our tour of headquarters, and are grateful to those in each department who gave endless explanations so willingly and made it all so very interesting for the visitors. We saw the demonstrations several times and thoroughly enjoyed them all. We saw around the Arun lifeboat *City of Dublin* and that was quite an eye-opener in itself. We were both very impressed by the entire organisation, and the fact that everything related to lifeboats appears to be done by the Institution—very efficiently too.

You are to be congratulated on the wonderful atmosphere which pervaded the whole headquarters on Friday, and I am sure it is the same on each Open Day. It certainly confirmed to us that lifeboatmen are special people!—MISS H. J. CONNELL, *Weybridge, Surrey*.



Another ticket, another joke: (l to r) Peter Holness, fund raising projects manager, Max Bygraves and Anthony Oliver, appeals secretary.

RNLI lottery

'You need hands' was the watchword on the day Max Bygraves drew the winning tickets for the 34th national lottery on July 31, 1986. Mr Bygraves, who was appearing in a summer show at the Poole Arts Centre, kept the audience of staff members and fund raisers well entertained with off-the-cuff jokes about practically every county appearing on a winning ticket. After the draw Mr Bygraves said he had long held the RNLI in deep regard and kept up with what was happening through THE LIFEBOAT. The Lord Stanley of Alderley, chairman of the fund raising committee and Rear Admiral W. J. Graham were on hand to supervise the drawing of the lottery which had raised over £50,000. The prizewinners were:

£2,000: Mrs Skilton, Truro, Cornwall.
£500: Ian Young, Girvan, Ayrshire.

£250: Mr I. Brindley-Mayne, Prestatyn, Wales.
£100: Mr Burbeck, Downham Market, Norfolk; Mrs M. Purves, Penrhyn Bay, Gwynedd; Mr C. H. Douglass, Lyndhurst, Hampshire; Mr J. H. Marshall, Harrogate, North Yorkshire; Mr J. B. Ball, Reigate, Surrey; Mrs B. Essayan, Alderley Edge, Cheshire; Mr W. J. M. Hargreaves, Southampton, Hampshire.
£50: Mr M. Eynon, Angle, Swansea; Mr J. R. Metcalfe, Stockton, Cleveland; Mrs K. E. Drewitt, Bridgwater, Somerset; Mr B. Roby, London, SW18; Mr B. V. Bean, Gosforth, Newcastle-upon-Tyne; Miss S. Huggins, North Hykeham, Lincoln; Newham Municipal Industries, Stratford; Mrs J. E. Pritchard, Leicester; Mr G. Bonner, Leicester; Mrs S. Ayling, Dublin.

The draw for the 35th national lottery will be held on Friday, October 31, 1986, at Poole head office.



A town remembers: Harry Bamber, Ken Smith, bearing the RNLI standard, and David Topping of Lytham lifeboat crew are followed by their Coxswain Arthur Wignall (l) and Helmsman Edward Brown of New Brighton in the procession on July 27, 1986, to mark the centenary of the Mexico lifeboat disaster. Also in the procession were 50 officers and men from the West German navy ship FGS Braunschweig (Mexico was a German ship), the Stockport lifeboat auxiliaries, HM Coastguards and Sea Cadet units.

RNLI NEWS

PEOPLE AND PLACES

On Station

THE FOLLOWING lifeboats have taken up station and relief fleet duties:

Relief: 52ft Arun class lifeboat ON 1108 (52-34), *Margaret Russell Fraser*, June 14, 1986.

Dunbar: 47ft Watson class lifeboat ON 971, *Joseph Soar (Civil Service No 32)*, 24 June, 1986.

Shoreham Harbour: 47ft Watson class lifeboat ON 953, *Sarah Jane and James Season*, 16 July, 1986.

Aith: 52ft steel Arun class lifeboat ON 1100 (52-030), *Snolda*, July 19, 1986.

Howth: 52ft Arun class lifeboat ON 1113 (52-35), *City of Dublin*, August 22, 1986.

Barrow: 47ft Tyne class lifeboat ON 1117 (47-014), *James Bibby*, September 4, 1986.

Tenby: 47ft Tyne class lifeboat ON 1112 (47-010), *RFA Sir Galahad*, September 6, 1986.

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:

Conwy

Crew Member T. Jones
Crew Member J. F. Smith

Filey

Tractor Driver D. E. Baker

Flint

Crew Member D. G. Moore

Hoylake

Crew Member D. A. Jackson

Largs

Crew Member P. D. McFarlane

Longhope

Coxswain J. R. Leslie

New Quay

Motor Mechanic M. L. Thomas
Crew Member W. M. Jones
Crew Member R. Davies

North Sunderland

Coxswain R. Douglas
Second Coxswain D. Sheil
Tractor Driver A. Dawson

Peel

Tractor Driver J. R. Hughes
Shore Helper J. Quayle

Plymouth

Second Coxswain P. Marshall

Port Talbot

Crew Member H. Worth

Ramsgate

Second Coxswain/Assistant Mechanic

D. Pegden

Crew Member A. Bray

Rye Harbour

Crew Member A. R. Haffenden

Shore Helper K. W. Downey

Shore Helper T. M. Brooks

The Mumbles

Crew Member R. C. Smith

Crew Member T. I. Tucker

Selsey

Shore Helper L. Lawrence

Wells

Crew Member J. Betts

Whitstable

Crew Member D. V. Foreman

Obituaries

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

June, 1986

Captain R. E. D. Ryder VC, RN. Captain Ryder became a member of the Committee of Management in 1952 and was made a life vice-president of the Institution after his retirement from the Committee in 1974. He had also served as deputy chairman of the boat and construction committee.

Mrs Jan D. Paton who was organising secretary for Scotland from 1946 to 1958.

July, 1986

Lord Crawshaw of Aintree OBE, TD, DL who was a member of the Committee of Management since 1973 and who was appointed a vice-president of the RNLI in June, 1986.

August, 1986

Richard Wilson who served on the committee of Heston and Isleworth branch from 1951 to 1957 and on the committee of Twickenham branch from 1958 to 1968 when he became the branch's publicity officer. In 1982 he was made vice-chairman of the branch. Mr Wilson took part in displays around the country with D class inflatable lifeboats and became known to many RNLI supporters while selling Shoreline membership at the London Boat Show.

Jack George who was head launcher at Sennen Cove lifeboat station from 1966 until his retirement in 1984. Before becoming head launcher he served as a shore helper from 1959.

Robert Proudlock, who was honorary secretary for Wolverhampton for nine years, subsequently becoming branch vice-chairman. Mr Proudlock acted as honorary publicity officer for the Midlands region and obtained much useful publicity for the Institution. In addition to his work for Wolverhampton branch, Mr Proudlock was always willing to help neighbouring branches on their flag days.



Past explained: the old lifeboathouse at Brook on the south coast of the Isle of Wight, where a pulling lifeboat was kept between 1860 and 1937, has for a long time had no indication of what the building was originally used for. Tourists and visitors frequently asked what it was since it stands in an isolated position near the edge of a low cliff. It is a simple rectangular building constructed of local Isle of Wight stone. In 1984 the RNLI agreed that the Brook and Mottistone Society should undertake means of identifying the building and the photograph shows the result of their work. The cost of the identification has been met by a local authority grant, a grant from the Island branch of the Historic Buildings Trust, donations from the owners, the Seely family, from the Brook and Mottistone Society and an award from a local organisation for "a good village project".

photograph by courtesy of Geoffrey Cotton



Well dressed: the Derbyshire custom of well dressing is alive and well in Monyash, near Bakewell. This lifeboat theme was discovered by reader, Ernest Bidwell, who also spotted a collecting box in aid of the RNLI nearby. The designs which have a religious theme often take the artists a week to complete. They are made from flower petals, corn, sheep wool, coal and pebbles pressed on to a clay base and are created each year for the blessing of the well.

Hands up: Keith Cook, an RNLI life governor, was at Aldeburgh lifeboat station last year when he came across this peculiar sight (left). Is it a particularly poignant appeal for funds or simply a case of all hands to the rescue?



Donald Bell, vice-president of Sale branch for 2 years before which time he had served as honorary treasurer for 12 years. Sale branch recently lost another staunch supporter, vice-chairman Allun Robinson who had been a member of the branch for over 30 years.

Wrong information, sent to THE LIFE-BOAT in good faith, led to the publishing of an obituary to George Ellis. The George Ellis who died was not the ex-coxswain of Clacton lifeboat and the editor therefore apologises for any distress this may have caused.

Time is money

Senior Officer Les Blake, together with Prison Officers Doug Will, Nev Goodwin and Dave Owen and prisoners at Dartmoor gaol have, for three years, been collecting used postage stamps, sorting them and redistributing them in packets for sale through branches and guilds. In that time they have realised no less than £21,000 for the RNLI and reckon on another £40,000 in re-sale value of packets distributed.

To mark this achievement, a plaque was presented by Captain A. G. McCrum, RN, a member of the RNLI committee of management, to Mr Dennis Waghorn, senior assistant governor of Dartmoor Prison. Les Blake now sends a newsletter to everyone who sends in stamps and has customers for stamp packets in South Africa, Kuwait and Hong Kong. The prison also produces special first day covers and it is these which have contributed very largely to the funds raised so far.

Birthday honours

Among the awards announced in the Birthday Honours list were:

CBE

Wilson Ervin, director, Northern Bank Ltd and a member of the RNLI committee of management.

OBE

Robin Aisher, for services to sport, particularly yachting. He is also a member of the RNLI committee of management.



Beyond the call: many lifeboatmen are prepared to give up time fund raising in addition to hours spent at sea. Motor Mechanic Mike Beach (l) and Crew Member Derek Payne (r) of Newhaven have recently been awarded a framed certificate and silver badge respectively for their fund raising efforts over the years.



Shoreline

Renault 5 Shoreline drive

We are pleased to announce that the Shoreline competition for a Renault 5 TL has been won by Mr A. G. Kahn of Runwell in Essex. His new Shoreline recruit, Mr M. J. Rich of Worlebury, near Weston-Super-Mare wins the Vinta 370 sailboard.

Our thanks to all those who entered, sorry not everyone could win! Welcome to Shoreline, all new recruits; we hope you will enjoy receiving the journal and will keep up your membership for many years.

Wheel of fortune

Southend Shoreline Club, No 3, is only £500 short of its target to raise £6,000 towards the boathouse appeal for Southend lifeboat station. The club's president, Martin Kemp, recently received a £1,000 cheque from the president of the Inner Wheel Club of Leigh-on-Sea, 1985-6, Mrs Kim Gentry, who had nominated the RNLI as her charity for the year. Over half of this money came from an Old Time Music Night organised by members of the Inner Wheel.

River banker

Shoreline members and supporters write in to head office from time to time to extol the virtues of the keeper and his wife of Days Lock on the Thames. With

justification, too, as there can be few more successful workers for the cause than Lynn David and his wife Pat. They are famous among all those who have ventured up the Thames as far as Little Wittenham in Oxfordshire where little excuse can be found not to contribute to the RNLI. They organise numerous fund raising ventures but it is their Shoreline recruiting which is even more remarkable. In 1985 the Davids were responsible for 544 new members, bringing in over £3,800. Up to July this year recruits already number a staggering 635.

Six times one: John Spivey of Iver, Bucks, was wearing his Shoreline sweater recently on the day he scored a hole in one during a golf tournament. It was, unbelievably, the sixth hole in one of his golfing career and one thing that pleased him particularly this time was the publicity the RNLI received when his photo adorned all the local papers.

photograph by courtesy of Jon Mikol



Insignia available (to Shoreline members only)

Description	Price
5" Dinghy Bugee	£4.00
Sterling Silver Marcasite Brooch in gift box	£18.40
Silkscreened Gilt Cuff Links in gift box	£5.60
All Metal Car Badge	£4.80
12" Hoist Flag	£3.80
8" Hoist Flag	£2.80
Gilt and Enamel Stick Pin	£1.00
Gilt and Enamel Gents Lapel Badge	£1.15
Gilt and Enamel Ladies Brooch	£1.00
Gilt and Enamel Tie Tack	£1.30
3" Diameter Anorak Badge	£0.65
Terylene Tie—blue, green, brown, maroon*	£3.95
Navy Blue Sweat Shirt (XL, L, M, S*)	£9.95
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)	

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

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

And/or: please send me the following insignia:

.....

Name:

.....

Address:

.....

.....

.....

THE LIFEBOAT SERVICE—Past and Present

75 Years Ago

The following article appeared in the August, 1911, issue of THE LIFEBOAT:

H.R.H. THE PRINCE OF WALES. H.R.H. PRINCE ALBERT.



LIEUT. DRURY, R.N.

MR. HANSELL.

VISIT OF THE PRINCE OF WALES TO NEWQUAY, CORNWALL.

For the second time within two years Newquay has been fortunate enough to receive a Royal visit, and has thus been the means of illustrating the deep interest taken by our kingly Patron in the national service which it is the privilege of the Institution to carry on. In March the Prince of Wales and Prince Albert were sent to Newquay to recover in the beautiful air of that health-giving spot from the after-effects of an attack of measles. Although the visit was of purely a private character, needless to say that the inhabitants of Newquay determined to do their best to make the stay of their distinguished visitors as interesting and pleasant as possible. Of course our good friends, the Committee of the Newquay Branch, at once offered to provide the spectacle of a launch of the Life-boat, a function which is more than usually interesting at this Station owing to the length of the steep incline of the slipway down which the boat rushes to the sea, as if eager to go on her errand of mercy. Nor was it surprising that the sailor son of our sailor King accepted the offer with alacrity, and arrangements were at once made to have the launch on March 16th. Unfortunately, this being the date of the Annual General Meeting of the Institution in London, it was impossible for the Committee, the Secretary, or the Chief Inspector to be present to do honour to the Princely visitor. Everything was, however, admirably managed by Lieut. Drury, the District Inspector for the Western District, who attended as the representative of the Institution, and Mr. H. A. Hawkey, the excellent and indefatigable Hon. Secretary of the Branch, assisted by Mr. W. J. M. Hawkey, and ably supported by the Coxswain, J. H. Gill, and the crew. The two Princes, who were accompanied by their tutor, Mr. Hansell, first made a thorough inspection of the boat and boat-house under the guidance of the District Inspector, having every detail of the work carefully explained to them. The rockets were then fired, the doors of the house were thrown open, and the boat emerged, borne on her carriage,

with the young Princes, Mr. Hansell, and Lieut. Drury standing up, a sight which was the signal for an outburst of cheering on the part of the enthusiastic crowd which had assembled to witness the launch. The Prince of Wales and his brother would dearly have liked to go down the slipway in the boat, but, in view of their recent illness, it was not thought wise to expose them to the inevitable ducking which the crew get as the boat enters the water. Accordingly the Princes witnessed the launch from the Committee-room at the top of the boat-house. At the words "let go" the good boat *James Stevens* sped on her way down the slipway, with her crew of thirteen men aboard, gathering momentum as she flew till, amid the breathless excitement of the crowd, she plunged into the sea, throwing up a mountain of spray in which she was lost to sight.

The whole function was most successful, being a repetition of the ceremony which took place on the occasion of the visit of their Majesties the King and Queen as Prince and Princess of Wales in June, 1909, when the Deputy-Chairman, Sir John Cameron Lamb, received them on behalf of the Institution.

The Princes expressed themselves as delighted with all they had seen, and having accepted copies of Sir J. Lamb's new book, "The Life-boat and its Work," they thanked all those who had arranged the function, and gave a donation of £5 for the crew. They further marked their interest in the Life-boat by coming out of their hotel later on to watch the return of the boat on her carriage, drawn by eight powerful horses.

Altogether it was a most auspicious and memorable occasion, and the Committee, the Coxswains and crew of the Newquay Branch must feel immensely encouraged in their efforts to maintain the Station at the highest standard of efficiency; while the Institution feels honoured by the forging of one more link in the chain of sympathy which binds its Royal Patrons to a work which so well embodies the courage and kindness which are the best characteristics of our sea-faring race.

Today's Lifeboatmen



When Ian Firman was appointed coxswain of Scarborough lifeboat in 1983 he was, at 27, one of the youngest men to have held that position. He joined the lifeboat crew in 1977 and became second coxswain in 1982. Serving the RNLI is fast becoming a family tradition; his grandfather, Jim, was one of the station's shore-helpers for many years, acting first as tractor driver and then as boathouse attendant. Ian's father Walt, is currently assistant tractor driver. Ian earns his living as a fisherman, both as a trawlerman and by catching lobsters; unfortunately fishing and RNLI work leaves Ian with little time for hobbies. He is married with a young family.

Facts and Figures

In 1986 the RNLI's lifeboats have so far launched 1,550 times, saving 686 lives.

In 1985 lifeboats launched 3,882 times (an average of over 10 times each day) and saved 1,744 lives (an average of over four each day).

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

Thirty-one per cent of all services 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 Tye	£450,000
52ft Arun	£415,000

£

THE FUND RAISERS

People passing by Kingston Prison in Portsmouth one day in April were amazed to see the prison doors swing open and hordes of oddly dressed 'convicts' flooding out. They were all competitors in the great charity jailbreak, organised for the second year by Senior Officer Brian Walsh. The aim of the jailbreak was to get as far away from the prison as possible in 24 hours, without spending any money and wearing broad-shouldered prison suits. Teams hitched and cadged rides to John O'Groats, Harrogate, Edinburgh, and as far afield as Checkpoint Charlie on the East/West Berlin border. Mrs Vera Lench reached Reykjavik in Iceland, courtesy of Icelandair, and one team hitch-hiked to Spain. Carol and Michael Gray (right) from The News newspaper reached Duisburg in West Germany, Portsmouth's twin town. The jailbreak was a lot of fun and raised £2,759 for Portsmouth and Southsea ladies' guild. photograph by courtesy of The News, Portsmouth



Taking the plunge

Thirty-six volunteers made their first parachute jump from 2,000 feet at the A1 Skydiving Centre, Newnham in June and three weeks later Jim Marriott, landlord of the Ship Inn and organiser of the jump handed a cheque for £2,536.50 to Andrew Moore, chairman of **Hitchin branch**. Such was the success of the jump that Mr Marriott formed a skydiving club at the pub and although he has since moved on to new pastures, the club survives and is now raising money for the Lowestoft lifeboat appeal.

Margaret Hart, wife of **Barry Dock** lifeboat coxswain John Hart, and two crew members, Mark Fisher and John Ham also made a sponsored parachute jump, in aid of the station branch. In the fullness of time Mrs Hart was able to hand over a cheque for £1,250 to her husband.

Last minute cancellations due to strong winds delayed Simon Quantrell's parachute jump for six weeks before he successfully took the plunge. Simon, a member of Deben Yacht Club, Woodbridge, and a keen RNLI supporter, raised £85 among his friends and fellow students at University, money which he presented to John Chapman, chairman of **Woodbridge and District branch**, with the town's Mayor, Mrs Vera Freeman, in attendance.

Some enchanted evenings

Nell Gwynn's former residence, Lauderdale House, Highgate, was the setting for **Hampstead Garden Suburb branch's** musical evening. The music was provided by The Mid Summers ensemble who played music to suit all

tastes. All tastes in cheeses were also satisfied by the London Cheese Company who provided a delicious selection to go with the wine. Invitations had to be limited by the space available, unfortunately, but everyone was delighted with the £370 that was made during the evening.

Fowey lifeboat coxswain Brian Willis and his wife Dianah were the guests of honour at **Polperro branch's** dinner at Nelson's Restaurant, owned by Peter and Betty Nelson. During a highly enjoyable evening, when over £360 was raised, Coxswain Willis presented a plaque to Eileen Gendle in recognition of her services as branch secretary from 1978 to 1985 during which time the amount raised by the branch rose from £282 to over £3,000 per annum.

The fund to pay for a new lifeboat for Sennen Cove station was swelled by a cheese and wine party held by Ron and Barbara Warner last May. They took out a special drinks licence for the evening, when the entrance fee was £1 with drinks sold at 60 pence per glass. A fortune teller added to the fund's fortunes by passing on all the silver that had crossed her palm and a local artist donated a superb oil painting of a lifeboat in a westerly sea. Food and company were excellent and Mr and Mrs Walker's hard work was well rewarded with over £422 made for the fund.

Garden paradise

Joyce and Betty Walden of St Leonards struck lucky with the weather on the day of their garden party and so many people turned up that there were not enough seats for everyone. The



A merry evening was had by all at the Varne Boat Club, Littlestone, in March. The Merrydown Cider Company took along samples of their original wines, wine vinegars and, of course, their famous Vintage Cider. The glazed eyes of the guests were a good indication of how much they had enjoyed the evening, one of whom was Ken Boardman, honorary secretary of Littlestone station, seen here with (l) Sara Welcham, assistant public relations officer for Merrydown, and Jean Walker their public relations officer. New Romney, Romney Marsh and Littlestone branch were delighted with the £122.75 they received as a result of the evening.

answer? Ten flag day box containers were dragged on to the drive with pillows off the beds on top to provide some impromptu seating. With such initiative the party couldn't fail to be a success and at the end of two hours £465 had been raised.

Christopher Sanders, a newly recruited Shoreline member, hosted a party in his St Albans garden last July which raised £127 for the local branch. Among the guests were the Mayor and

Mayoress together with the local MP and his wife. Chris, who spent 23 years in the Royal Navy, is now planning his next fund raising campaign.

Wedded bliss

When Mr and Mrs F. Clark from Neston, South Wirral, celebrated their diamond wedding anniversary they asked friends and relatives to give donations to the RNLI instead of presents. **Neston and Parkgate branch** were delighted when, after their anniversary party at the local Civic Hall, Mr and Mrs Clark were able to hand over £300 collected from their guests.

In a similar show of generosity **Luton branch** received a cheque for £200 from a local couple, both of whom were getting married for the second time. They had decided they had enough home comforts so when asked what they wanted for a present the answer was, "something for the RNLI."

Round the clock

Not content with running a 24-hour darts marathon, office staff of the Sally Viking Line and customers of the Crown Hotel, Ramsgate, decided to organise a pool and quiz marathon at the same time. When everyone had recovered and when all the money raised was safely collected, a cheque for £1,000 was handed over to **Ramsgate branch** chairman, Councillor R. Taylor, who was at that time Mayor of the town. A further £179.99 has come in from the marathon since the presentation.

In spite of a blistering heatwave and the World Cup final to distract them, an eight man team from the Waggon and Horses pub in Newham, London, manfully finished a 12-hour darts marathon. Their scores were recorded on a computer and the team now defy any other darts team in East London or Essex to better their total and win the challenge

trophy. However, the RNLI came out the winner from this particular darts marathon, benefiting to the tune of £500, which the team handed over to **East Ham branch**.

Artistic touch

For two weeks in April Mrs Susan Chandler held an exhibition of her floral paintings in the Dartmouth branch of the Trustee Savings Bank. From paintings sold and money taken for programmes Mrs Chandler raised £456 which she generously donated to **Salcombe and Hope Cove branch**.

Anniversary effort

To mark the 50th anniversary of fund raising for **Bexleyheath ladies' guild** by Mrs Edith Beaumont, current chairman of the guild who was supported in her work for the RNLI by her husband until



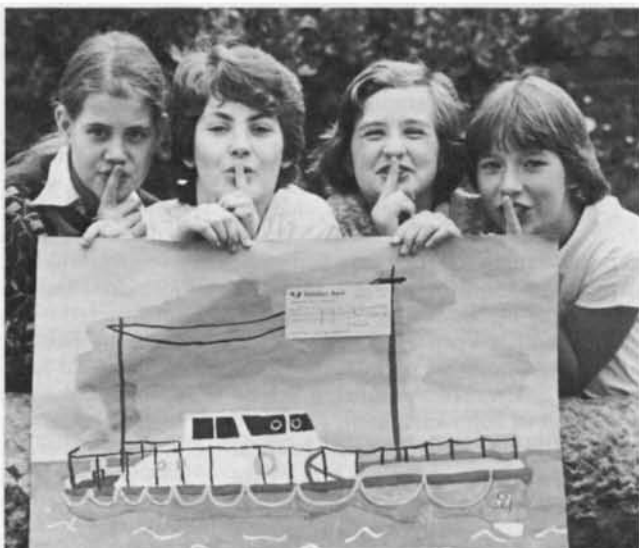
The gardens of the former home of Lady Astor of Hever were opened to the public for the first time since 1961 in April to raise funds for **Cemaes Bay branch**. **Cestyll Ornamental Gardens** at Cemlyn, Anglesey, are now owned by the Central Electricity Generating Board, with **Wylfa Power Station** nearby. The grounds form a large rock garden with rhododendrons and azaleas, and are divided by streams and bridges. They extend down to the coastline and encompass an old water mill, now owned by the National Trust. Entry was 50 pence to the 500 people who came; refreshments and souvenirs were provided by **Cemaes branch**, and £780 was made during the day.



Staying afloat: two young helpers of **Ascot branch** enjoy a breather from their bucket duties during the town's annual carnival. The branch's splendid float created a lot of interest and £300 was raised on the day.



Suitable arrangements: just one of the 20 displays at the **Festival of Flowers** organised by **Stowmarket and Needham Market branch** with the help of **Aldeburgh, Southwold and Lowestoft lifeboat stations**. The festival was a four-day event and as well as flowers there were old photographs and historic lifeboat equipment on show. Evening parties and a **Gilbert and Sullivan** concert helped to bring the total amount raised to nearly £2,000.



Hush money: during one Monday in July **Langton County Primary School, Malton, North Yorkshire**, must have been the quietest school in the country. A sponsored silence was held, with junior pupils being quiet for an hour while the infants kept to a realistic 30 minutes. The silence raised £325 which (l to r) **Cathy Hood, Susie Welford, Tessa Dunning and Elaine Seager** presented to **Peter Lacey, RNLI area organiser (North East)**. The lifeboat picture was painted by **Tessa Dunning**.

his death in 1982, the guild decided to make a special effort to increase their activities during the year. During a boating exhibition at the town's Broadway shopping centre the guild were kindly given, free of charge, a display area and were able to sell souvenirs during the two weeks of the show. Over £1,700 of souvenirs were sold and £360 was collected in donations from collecting boxes. In the financial year 1985/1986 the guild raised £7,717.

Antarctic antics

Before sailing on her last voyage to the Antarctic the captain and crew of HMS *Endeavour* invited Sir Alec and Lady Rose to spend a day at sea off Portsmouth. They were welcomed aboard by Lieut Stephen Meredith, the captain's secretary and also Lady Rose's great nephew. Knowing the Roses' keen interest in the RNLI the crew

organised a sponsored weight lifting contest during their tour of duty in the Antarctic which raised £300. The money was sent to Sir Alec on the ship's return to Portsmouth and he in turn handed it over to the Portsmouth (Langstone Harbour) lifeboat station. Sir Alec and Lady Rose, with the help of **Havant branch**, made a further £700 from a very successful cheese and wine party in the garden of their Havant home.

Going, going, gone!

Landlord of the Pilot Inn, Eastbourne, Andy Bell-Smith, is not a great lover of the sea, which is perhaps what makes him admire what lifeboatmen do. He and his wife Ruth organised a charity auction in aid of the Institution, with customers of the pub donating items for sale. Local auctioneer,

Andrew Parkes, gave his services for the evening free of charge. The auction was a great success and raised £528 which was duly presented to Coxswain Graham Cole of **Eastbourne** lifeboat.

Crafty rafts

Maidstone Villages branch has only been formed for a year, but it has been a year to remember. A pram race on New Year's day caused a lot of hectic fun and a raft race at Maidstone River Festival was hard work but created a great deal of excitement. Branch members have also flown the RNLI flag over their stand at several village fêtes during the year which has brought in some £2,780 in total.

Hair today . . .

Ingham Purdy sported, until a few months ago, long blonde hair; things have changed now. In May he decided to have his lovely locks lopped off to make money for **Padstow** lifeboat crew funds; a pleasing result for all concerned as £105 was raised.

Hull University student David Bradshaw had his 21 inch long hair cut and auctioned for the RNLI in July and collected £41.95 from fellow students which was then handed over to **Willerby ladies' guild**.

Yet another hairstyle and beard to be sacrificed to the lifeboat cause was that of Derek Brookes who persuaded regulars at the Beech Tree, St Mary Cray to part with £200 when he parted with his locks.

Antiques roadshow

Terry House and Alan Willis of Two Counties Radio's Antiques Forum programme were the guests at **Moor-down and Charminster branch's** RNLI roadshow with antiques and craft stalls. The two experts valued some 160 items charging 50 pence a valuation and, together with bric-a-brac, local crafts, quilting, glass engraving, wooden toys, miniatures, pottery and collectibles stalls, the day made £273.

Flag weeks

Lewisham branch excelled themselves during their 1986 flag week and raised over £6,000, a new branch record. The week's collecting began with a church service at the United Reformed church, Lewisham, in praise and recognition of the work of lifeboat crews around the country. Members of Hastings lifeboat crew and the Mayor of Lewisham, Councillor Margaret Sandra, were at the service.

Two staunch flag week collectors from the Eastern region have sadly had to stop collecting. Mrs D. Gray of Rochford, Essex, has collected for the local branch for 13 years, but age and failing health of both her and her



In April the Kate Kennedy Club in St Andrews, Scotland, organised a team relay fun run in aid of the Institution. The relay race was started by the Duke of Atholl, chairman of the RNLI, with hundreds of competitors taking part and over £3,000 being raised.

photograph by courtesy of St Andrews Citizen



There was much clowning about as Horbury ladies' guild began to collect a mile of pennies, or rather two pence pieces. The guild are hoping to complete the mile before the end of the 1986 financial year. As the mile of coins is likely to take some time to complete, plastic sleeves with printed insides are used to make the coins more secure. To date the guild have made approximately £800 and when the mile is made up they should have collected £1,267.20.

husband has brought Mrs Gray's collecting days to an end. Mrs R. Sutcliffe has, for the last nine years, covered the twin but separated villages of Paglesham Church End and Paglesham East End on her bicycle, bringing in record amounts each year. A double cataract operation has stopped Mrs Sutcliffe cycling and collecting. The Eastern region is very grateful to both ladies for all their help in the past.

Members of **Cannock and Wolverhampton branches** joined forces to make collections at Hylton Park service station on the M6 motorway in Staffordshire in July. It was the first collection of its kind at the station and holiday makers from as far afield as Orkney and Hoy, Cornwall and Kent queued patiently to make their donations, and close on £1,000 was raised.

Golden miles

The 26 miles and 385 yards which form a marathon course are proving very profitable for the RNLI as more and more people taking part under sponsorship are running for the RNLI. Stuart Wood ran in the 1986 London marathon, completed the course and raised no less than £900 for **Petts Wood and Crays branch** in the process.

Stanley Thompson from Gateshead, 71 years young, completed the course as well. Not surprising, really, as he has already finished the Newcastle, Paris and Windemere marathons since he took up running four years ago. His effort brought in £460 for the RNLI.

Jim and Dorothy McDonald had a marathon journey to complete just to get to London for their big day in April, travelling down from Inverkeithing in Scotland. Although Jim is a regular marathon runner it was Dorothy's first time and both were delighted with the £473 they raised for their **Inverkeithing ladies' guild**.

Based at RNAS Cudrose in Cornwall, Lieutenant Keith Naylor, the fire officer at the base also competed in the London marathon, sponsored by friends and colleagues to the tune of £318 which he handed over to **Lizard-Cadgwith station branch** at the lifeboat house.

Stratford-upon-Avon was the historical setting for Patrick Howell's marathon run in April; he raised £600 for **Stratford ladies guild**.

A running event on a more modest scale was organised by St Bernadette School, Balham, when 33 pupils undertook a sponsored run around the school playground in March. They raised £337, an average of just over £10 collected by each child. The school also gave valuable support during London lifeboat week.

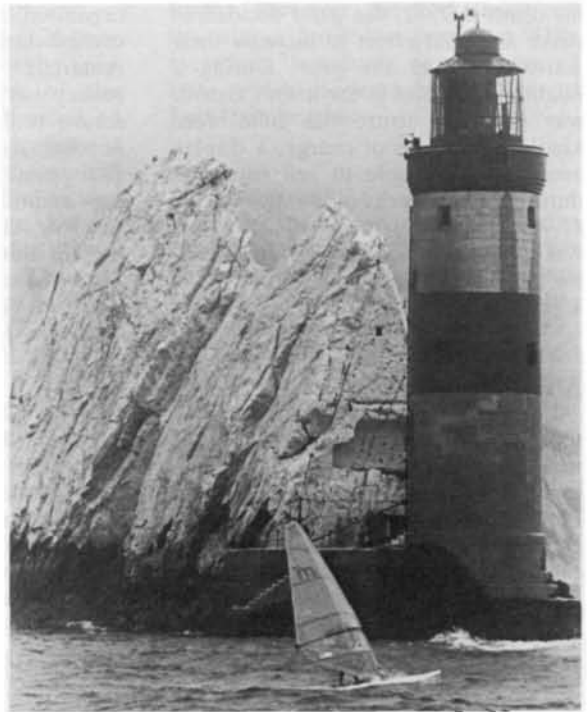
Coffee's maid

When **Cockenzie and Port Seton branch**, East Lothian, was re-formed in 1982 Mr and Mrs Whitehead were founder members and Mrs Whitehead set herself a personal target to raise

Ken Black rounds the Needles on his way to breaking the record time for circumnavigating the Isle of Wight on a sailboard. The challenge is laid down by Carlsberg who, because Ken was to donate his prize money to the RNLI, doubled the amount to £500.

The weather was not encouraging when he set off with rain, mist and a force 4 blowing but when he reached Yarmouth on the completion of the trip, seven hours and 58 minutes after leaving the town, the record had been broken. The Carlsberg challenge insists on stringent safety rules which includes the provision of a safety boat which in Ken's case was laid on by Yarmouth lifeboat's second coxswain Dave Lemoine. With the prize money and sponsorship the adventure raised an admirable £3,000 for the RNLI.

photograph by courtesy of Alastair Black



£1,000 purely from coffee days in her home. Such has been the success of the days, and Mrs Whitehead's home baking, that the target was reached this year.

Record box

Following our note about the record amount in a collecting box in Wolverhampton we have now heard that when the permanent collecting box in the Swan Inn, Pangbourne was emptied it was found to contain £91.36. The money was collected in three weeks, just before the pub shut temporarily for renovation. It must have been quite a closing down party to bring in that much money!

Matrix magic

In May 1986 the Bournemouth branch of the Woolwich Building Society became the first branch to join MATRIX, a nationwide cash machine network. To mark the occasion district manager for the Woolwich, John Sillett, made a withdrawal of £100 from the machine which he handed to the RNLI's administrative accountant Phil Williams. The Institution is the Woolwich's charity of the year.

Long trek

Cleadow ladies' guild committee member Mrs Sheila Smith, her husband and two friends gave up their summer holiday to make a sponsored 270 mile walk along the Pennine Way. The journey took three weeks to complete, and sometimes meant walking in thick mist and fog and through bogs using a compass and maps. All overnight stops were planned in advance with military precision, and there were no injuries save one blister. Mrs Smith raised £120 by finishing the walk, Mr Smith was raising money for the Sea Scouts and the two friends went along as back-up hikers.

Mostest hostess

Denise Latham is senior hostess with the Fred Olsen cruise line and has worked for some years aboard their ship *Black Watch*. She has now been appointed to serve aboard the line's brand new *Black Prince* in 1987. For some years Fred Olsen has been a supporter of the RNLI and Denise deserves much of the credit for the thousands raised as it is she who organises the daily raffles among passengers and the other fund raising devices. Not content with these efforts, in the summer months when she works as cruise director aboard *MV Rijnhaven* on the Rhine, she holds Sunday church services and the collection goes to the RNLI. Her latest cheque to Poole Headquarters has been for £270.

Pride of place

An Atlantic 21 inflatable lifeboat led the Dudley Students Rag Day Carnival in May and had as its 'crew' members of **Dudley branch** together with the rag king and queen. In taking such a prominent part the branch received a generous share of the carnival's £15,200 takings for the day.

Erdington branch had a D class lifeboat forming the main part of their float in the Erdington carnival; the lifeboat was crewed by local members of Storm Force as it was paraded around the town. The branch also had a souvenir stall in a local park and made £136 during the day, taking the total raised so far this year to over £3,000.

Rain dance

Inspired by the musical *West Side Story*, Lisa (14) and Catherine (11) Cowan, decided to perform a gymnastic



John Batchelor (above), a member of Mudeford lifeboat crew runs the fresh fish stall on the quayside and has produced a fish cook-book to raise funds for the station. Mr Batchelor retires from active lifeboat duty in four years time and it is his aim to make enough money to buy the station a new lifeboat. Over 5,000 booklets have already been sold and with 25 pence from each sale going to the RNLI, the total amount raised so far exceeds £1,000. The booklet costs £1.20, including postage and packing, and can be obtained from Mr J. Batchelor, The Fresh Fishstall, Mudeford Quay, Mudeford, Dorset.

photograph by courtesy of Bournemouth Evening Echo

dance through the streets of Wakefield to some of the numbers from the show. Accompanied by four school friends, the girls did their performance on a rather dismal day and it was definitely a case of 'singing and dancing in the rain'. In spite of the weather the girls' performance raised £56.02 which was handed over to the **Heavy Woollen branch**.

Reliable sources

Ainsdale branch raised £3,130.01 from just five of their fund raising events held during the current financial year. Their house to house collection brought in £1,400; on the flag day itself £384.12 was collected; a sherry morning made £568.78; a cheese and wine evening £600.68 and a book stall made a further £176.43. At a special coffee morning in April, Hazel Allison and Blanche Chapman were presented with silver badges in recognition of their work for the branch.

Reg Bray, chairman of **Crawley branch**, together with Mrs Bray and Mrs Audrey Wood, showed a £2,000 turnover by selling lucky tickets for footballs and teddy bears from a home-made trailer at summer fêtes this year.

Mr Norman Clarke, gives many talks to schools in the Colchester area. One school, St John's Green School, made the RNLI its charity for the year after one of these talks and £97 has been sent to **Colchester and District branch** as a result. Members of the branch this year



Keeping in trim: Dianna Moran, TV's 'Green Goddess' fitness expert, puts some of the younger guests through their paces at Christchurch branch's annual barbecue at the Avonmouth Hotel in July. She was official guest at the evening which made £900 for the RNLI; this amount included the £267 raised when a brand new electric lawn mower, the gift of Central Spares Ltd, Wimborne, was first raffled and then put up for auction.

photograph by courtesy of Richard Pink



Storm Force supper: three young Storm Force members, who are also members of Wey Cruising Club in Guildford, decided to hold a Storm Force supper to raise money for the RNLI. The three girls (l to r) Sarah Fletcher, six, Meredith Lott and Emma Smethurst, both nine, and their young friend Karen Fordree who also helped with the supper, are seen here being thanked by cruising club treasurer, Alfred Lott. The girls divided the work between them with the minimum of adult help. They cooked and served a hot dinner, followed by a variety of cold sweets which they had also made themselves. Tea and coffee followed. At the end of the meal a collection was taken which realised £58.

collected £6,771 during lifeboat week, a 15 per cent increase on 1985. Much of the organisation for the week is done by Mr Clarke's wife, Ruth, who formed the original ladies' guild in 1967.

Bexhill-on-Sea branch is having a bumper fund raising year and their annual appeal has topped the £3,000 mark, more than double last year's total. Three ladies from the branch, with over 80 years of fund raising between them, were recently presented with awards for their lifeboat work. Sheila Henney and Pip Clare have been members of the branch for 40 and 26



On passage: a 24-hour sponsored sail to raise £300 for the RNLI was undertaken by nine 13-year-olds from Thrum Hall School in Rochdale. They took turns to helm a 16ft Wayfarer dinghy round Hollingworth Lake under the watchful eye of Lt Peter Davies, RNR (r), in command of the rescue boat. With him are (l to r) Richard Jackson, Paul Mabey, Andrew Clutterbuck, Julian Platt, Anthony Wild and Richard Sutton. In the dinghy are Sadie Green, Susan Whitehead and Louise Kaufman.

photograph by courtesy of Eric Graham

years respectively and both received silver badges. Elizabeth Butterfield has served on the committee for 15 years and received a framed letter of thanks.

Eastbourne branch funds were boosted by some £560 when committee members were invited to man a stall with refreshments for five days at the Bates Green Farm Bluebell Walk at Arlington in East Sussex. John McCutcheon opens his land to the public for the walk and entrance fees are allotted to chosen charities. The farm's big barn is given over to a stalls and refreshment area.

continued from p. 47

1437: honorary secretary telephones Dover Coastguard and is told two children are drifting out to sea in a yellow inflatable, half a mile off Camber.

1438: maroons are fired.

1440: Rye D class inflatable is launched, manned by Helmsman Philip Jones and Crew Members Antony Edwards and Keith Robus. Wind: fresh north-easterly breeze, force 5, sea: moderate with two to three foot swell.

1445: Lifeboat alongside inflatable with two children taken safely on board.

1446: Lifeboat reports sighting a second casualty, a canoe with three children aboard.

1450: Lifeboat alongside canoe and



Rye Harbour's 16ft D class inflatable at speed.

three children taken off. The youngest is only 18 months.

1452: All five children landed at Camber. Parents reminded by crew of

extreme danger of such toys, especially in offshore wind.

1520: Lifeboat back at station, ready for service.

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

Lifeboat Services March, April and May, 1986



Aberdeen, Aberdeenshire

54ft Arun: May 5

Aberdovey, Gwynedd

Atlantic 21: March 15 and May 26 (four times)

Abersoch, Gwynedd

Atlantic 21: March 29, 31 (four times), April 12, 20, 24, May 4 (twice) and 25 (twice)

Aberystwyth, Dyfed

C class inflatable: April 26 (twice), May 5 (twice) and 30

Aith, Shetland

52ft Barnett: April 29

Aldeburgh, Suffolk

37ft 6in Rother: May 27

Alderney, Channel Islands

33ft Brede: March 7, April 2, 3, May 4 (twice) and 7

Amble, Northumberland

37ft 6in Rother: March 13 and April 4

D class inflatable: April 4

Angle, Dyfed

46ft 9in Watson: March 22 and May 17

Anstruther, Fife

37ft Oakley: May 10

Appledore, North Devon

47ft Watson: April 23, 26 and May 13

Atlantic 21: March 31, April 23, 26, May 3, 8, 13,

21, 24, 26, 27 and 30

Arbroath, Angus

37ft 6in Rother: April 9

D class inflatable: May 27

Arran (Lamlash), Buteshire

D class inflatable: May 15, 28 (twice) and 31

Arranmore, Co Donegal

47ft Tyne: April 5, 8 and 17

Atlantic College (St Donat's Castle),

South Glamorgan

Atlantic 21: March 16 (twice), May 5 and 18

Ballycotton, Co Cork

52ft Arun: March 13, 23 and May 21 (twice)

Baltimore, Co Cork

48ft 6in Oakley: April 27, 28 and May 6

Bangor, Co Down

D class inflatable: May 4 and 31

Barmouth, Gwynedd

D class inflatable: May 31

Barrow, Cumbria

46ft 9in Watson: April 14, May 17 and 27

D class inflatable: April 15, 26, May 6 (twice), 8

and 11

Barry Dock, South Glamorgan

52ft Arun: May 27

Beaumaris, Gwynedd

46ft 9in Watson: May 18

Atlantic 21: May 17 and 20

Bembridge, Isle of Wight

48ft 6in Solent: April 4 and 30

D class inflatable: May 18

Berwick-upon-Tweed, Northumberland

Atlantic 21: April 3, 20, 23 and May 19

Blackpool, Lancashire

D class inflatable: March 27 (twice) and May 4

(twice)

Bridlington, Humberside

Relief 46ft 9in Watson: March 4, May 17, 21 and 27

D class inflatable: March 23, April 20, May 17 and

26

Brighton, East Sussex

Atlantic 21: March 10 (twice), 21, 23, 28, May 14,

16 and 18

Broughty Ferry (Dundee), Angus

D class inflatable: May 4

Buckie, Banffshire

Relief 52ft Arun: March 18

Burnham-on-Crouch, Essex

D class inflatable: March 23 (twice), 28 and May 17

Burry Port, Dyfed

D class inflatable: April 20 (twice) and 30

Calshot, Hampshire

33ft Brede: March 25, 30, April 5, May 7 and 18

Campbeltown, Argyllshire
52ft Arun: March 9, 19 and April 7 (twice)

Relief 52ft Arun: May 20 and 23

Cardigan, Dyfed

D class inflatable: May 3, 15 and 28

Clacton-on-Sea, Essex

Atlantic 21: March 8, 29, April 20, May 10, 16 and

21

D class inflatable: March 31

Clogher Head, Co Louth

37ft Oakley: May 10

Clovelly, North Devon

70ft Clyde: March 28

Relief 70ft Clyde: May 3

70ft Clyde's inflatable: May 3

Conwy, Gwynedd

D class inflatable: May 18 and 27 (twice)

Criccieth, Gwynedd

C class inflatable: April 17, May 17, 26, 28 and 29

Cullercoats, Tyne and Wear

C class inflatable: March 22, April 20 and 29

Donaghadee, Co Down

52ft Arun: May 2, 17, 18 and 21

Douglas, Isle of Man

46ft 9in Watson: March 20, May 24 and 27

Dover, Kent

50ft Thames: March 3, April 16, May 5, 10 and 31

Dungeness, Kent

37ft 6in Rother: March 31 (twice), April 26, May 25

(twice) and 27

Dun Laoghaire, Co Dublin

Relief 44ft Waveney: April 20

D class inflatable: April 20 (twice) and May 25

Dunmore East, Co Waterford

44ft Waveney: March 29, April 6, 13 and May 17

Eastbourne, East Sussex

37ft 6in Rother: March 4, April 20, 21, May 16 and

28 (twice)

D class inflatable: March 2, 16, 29, April 20 (three

times), May 18, 20 (twice), 21 and 22

Exmouth, South Devon

33ft Brede: March 31 (twice) and May 3 (twice)

D class inflatable: April 2, 12, May 3 (three times)

and 4

Falmouth, Cornwall

18ft 6in McLachlan: May 4

Filey, North Yorkshire

37ft Oakley: April 5, May 3, 10 (twice) and

11 (twice)

D class inflatable: April 5, May 10 (twice), 15

and 24

Fishguard, Dyfed

Relief 52ft Arun: March 12 and 20

Flamborough, Humberside

37ft Oakley: May 27

Fleetwood, Lancashire

44ft Waveney: April 5, 14 and 22

D class inflatable: April 14, 15 and 20

Flint, Clwyd

D class inflatable: March 12, 13 and 14 (twice)

Fraserburgh, Aberdeenshire

47ft Tyne: May 15

Galway Bay, Co Galway

48ft 6in Solent: March 10, 15, April 1, 10, 25,

May 16, 28 and 31

Great Yarmouth and Gorleston, Norfolk
Relief 44ft Waveney: April 6
44ft Waveney: May 1, 7 and 19
Atlantic 21: March 4, 9, May 5, 11 and 25

Hartlepool, Cleveland
Relief 44ft Waveney: March 8 and 28
Atlantic 21: April 2 and May 11

Harwich, Essex
44ft Waveney: March 5, 8, April 5 and May 21
Atlantic 21: March 12, 16, April 30, May 4, 11 and 24

Hastings, East Sussex
37ft Oakley: March 8
D class inflatable: March 21, April 5, May 10 and 18

Hayling Island, Hampshire
Atlantic 21: April 20, May 10, 21, 22, 24 and 29

Helensburgh, Dunbartonshire
Atlantic 21: March 16, 27, April 6, 30, May 4, 5 (twice), 10, 12 and 25

Holyhead, Gwynedd
47ft Tyne: March 26

Horton and Port Eynon, West Glamorgan
D class inflatable: March 29, 31, April 6, May 24, 28 and 29

Hoylake, Merseyside
37ft 6in Rother: March 24 and May 31

Humber, Humberside
Relief 52ft Arun: March 7, 8, 12, 17, 20, April 3, 7, May 4, 7, 15 and 18 (twice)
54ft Arun: May 31

Hunstanton, Norfolk
Atlantic 21: May 1, 2 and 4

Ilfracombe, North Devon
37ft Oakley: May 24 (three times)

Invergordon, Ross-shire
33ft Brede: May 23

Islay, Argyllshire
Relief 52ft Barnett: March 11, May 12, 15, 16, 22 and 26

Kippford, Kirkcudbrightshire
D class inflatable: April 4, May 17

Largs, Ayrshire
Atlantic 21: March 7, April 13, 15, 21, 28, 30, May 4, 10, 23 (twice), 26 (twice) and 28

Lerwick, Shetland
52ft Arun: April 25

Little and Broad Haven, Dyfed
D class inflatable: May 22

Littlehampton, West Sussex
Atlantic 21: March 7, 29, April 6 and May 28

Littlestone-on-Sea, Kent
Atlantic 21: May 5 and 11 (twice)

Llandudno (Orme's Head), Gwynedd
37ft Oakley: March 7
D class inflatable: March 23, April 25 (twice), May 10, 12, 13 and 27

Longhope, Orkney
48ft 6in Solent: March 27

Lowestoft, Suffolk
Relief 46ft 9in Watson: March 1 and 4

Lyme Regis, Dorset
Atlantic 21: March 17, April 12, 13, May 3 and 23

Lymington, Hampshire
Atlantic 21: March 26, April 7, May 17 and 31 (twice)

Mablethorpe, Lincolnshire
D class inflatable: April 30, May 24 and 26 (twice)

Mallaig, Inverness-shire
52ft Arun: March 1 and May 28

Margate, Kent
Relief 37ft Oakley: May 25 and 28
D class inflatable: May 4, 10, 19, 24, 27 and 31

Minehead, Somerset
Atlantic 21: March 15, April 5, 11, 18, May 6, 11, 25 and 26
D class inflatable: May 11 and 30

Moelfre, Gwynedd
37ft 6in Rother: May 5 and 25
D class inflatable: May 27

Morecambe, Lancashire
D class inflatable: April 14 and 15

Mudford, Dorset
C class inflatable: March 22, April 3, May 5 (twice) and 28

The Mumbles, West Glamorgan
47ft Tyne: April 16, May 24 and 28
D class inflatable: April 20, 27, May 11, 16, 24 and 28

Newbiggin, Northumberland
Atlantic 21: May 5

New Brighton, Merseyside
Atlantic 21: April 6, 16 and May 30

Newcastle, Co Down
37ft Oakley: April 1

Newhaven, East Sussex
52ft Arun: March 4, 6, 10 (three times), 25, 27, April 29, May 21 and 24
Newquay, Cornwall
C class inflatable: March 29, May 26 and 27

North Berwick, East Lothian
D class inflatable: April 20, May 18 and 25

North Sunderland, Northumberland
37ft Oakley: April 23 and May 18

Oban, Argyllshire
33ft Brede: March 11, 13, 15 (twice), 17, 18, 23, April 6 (twice), 12, 29, May 1, 11, 15, 22 and 24 (twice)

Padstow, Cornwall
47ft Tyne: March 9, April 11 and 14

Peel, Isle of Man
Atlantic 21: March 7 and 16

Penarth, South Glamorgan
D class inflatable: March 16, April 6, 20, May 14, 26 and 27

Penlee, Cornwall
52ft Arun: March 11 and 30

Plymouth, South Devon
Relief 44ft Waveney: April 16, 20 and May 4 (twice)
44ft Waveney: May 31

Poole, Dorset
33ft Brede: March 15
Relief 33ft Brede: April 6, 26 (twice), May 6, 21 and 29
Boston Whaler: March 15, 29, April 6, 23, 26 (three times), 27, May 3, 6, 17, 22 and 24 (four times)

Port Erin, Isle of Man
37ft 6in Rother: March 16 and May 11

Porthcawl, Mid Glamorgan
D class inflatable: March 15 (twice), April 6, May 11, 18, 26 and 28

Porthdinllaen, Gwynedd
47ft Watson: March 10, 24 and May 25

Port Isaac, Cornwall
D class inflatable: May 1, 3, 4 (three times) and 24

Portpatrick, Wigtownshire
48ft 6in Solent: May 20

Portrush, Co Antrim
52ft Arun: March 29
Relief 52ft Arun: April 29, May 15 and 26

Portsmouth (Langstone Harbour), Hampshire
Atlantic 21: March 31 (twice), April 6, 8 (three times), 27, May 4, 14, 17, 24 (twice), 25 and 26
D class inflatable: May 4 and 11

Port St Mary, Isle of Man
54ft Arun: May 26
D class inflatable: May 17

Pwllheli, Gwynedd
37ft Oakley: April 23 and May 26
D class inflatable: May 27 (twice)

Queensferry, West Lothian
Atlantic 21: March 22, 28 and 30

Ramsey, Isle of Man
37ft Oakley: March 16, 20, April 10, May 25 (twice) and 26

Ramsgate, Kent
44ft Waveney: March 3 (twice), 4, May 17 and 26
Atlantic 21: March 3, April 7, May 7 and 26

Redcar, Cleveland
D class inflatable: April 13, 26, May 11 and 18
Atlantic 21: April 26, May 5, 18, 21, 24 and 30

Rhyl, Clwyd
D class inflatable: March 7 and May 4

Rosslare Harbour, Co Wexford
52ft Arun: April 4 and 26

Rye Harbour, East Sussex
D class inflatable: April 29 and May 25

St Abbs, Berwickshire
Atlantic 21: May 31

St Agnes, Cornwall
D class inflatable: March 21, May 20 and 28

St Catherine, Channel Islands
C class inflatable: March 23, April 25 and May 10 (twice)

St David's, Dyfed
48ft 6in Oakley: May 31

St Helier, Channels Islands
44ft Waveney: March 8, 19, April 24 and 25

St Ives, Cornwall
37ft Oakley: April 27
D class inflatable: March 4, April 27 and May 4
C class inflatable: May 16 and 24

St Mary's, Isles of Scilly
52ft Arun: March 14 and May 26

St Peter Port, Channel Islands
Relief 52ft Arun: March 26, April 2, 24 (twice), May 1, 2, 3, 4, 24 and 26

Salcombe, South Devon
47ft Watson: March 30, 31 (twice) and April 10

Scarborough, North Yorkshire
Relief 37ft Oakley: May 11 (three times)
D class inflatable: April 4

Selsey, West Sussex
Relief 47ft Tyne: April 7

Sheerness, Kent
44ft Waveney: March 22, 28, 29 and 31
D class inflatable: March 22, 23, 28, 31, April 20, 24, May 11 (twice), 18 and 26

Shoreham Harbour, West Sussex
37ft 6in Rother: April 14
D class inflatable: May 29

Silloth, Cumbria
Atlantic 21: April 4, 29 and May 15 (twice)

Skegness, Lincolnshire
37ft Oakley: April 5
D class inflatable: April 18, 21, May 26 and 29

Skerries, Co Dublin
D class inflatable: May 10 (twice)

Southwold, Suffolk
Atlantic 21: March 7

Staithees and Runswick, North Yorkshire
Atlantic 21: April 27

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52ft Arun: March 2 and 21

Stranraer, Wigtownshire
D class inflatable: May 1 (twice), 13 and 24

Stromness, Orkney
52ft Arun: May 13 and 21

Sunderland, Tyne and Wear
47ft Watson: March 4 and 11
Relief 46ft 9in Watson: May 18
D class inflatable: March 28, 30, April 20 (three times), May 18 (twice) and 24

Swanage, Dorset
37ft 6in Rother: March 30, April 26, May 3, 4, 14 and 30

Teessmouth, Cleveland
Relief 44ft Waveney: May 6

Tenby, Dyfed
46ft 9in Watson: March 28, May 22, 24, 25 (twice) and 27 (twice)
D class inflatable: March 28, 31, April 9, May 7, 20, 22, 24 (twice), 26, 27, 28, 29 and 30

Tighnabruaich, Argyllshire
D class inflatable: April 6, 21, May 4 and 10

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54ft Arun: April 3, 15 and May 30
18ft 6in McLachlan: March 30 and May 19

Tramore, Co Waterford
D class inflatable: April 4 and 22

Trearddur Bay, Gwynedd
D class inflatable: March 2, April 12 and May 4

Troon, Ayrshire
Relief 44ft Waveney: March 9, 20 (three times) and April 2
44ft Waveney: May 5 and 23

Tynemouth, Tyne and Wear
52ft Arun: March 10, 22, April 15, 27, May 4 and 27
D class inflatable: March 5, 29 April 25 and May 27

Valentia, Co Kerry
52ft Arun: March 27, 28, May 2 and 27

Walmer, Kent
Relief 42ft Beach: March 3
D class inflatable: May 11 (twice)

Walton and Frinton, Essex
48ft 6in Solent: March 8 (twice), 16, April 20 and May 20

Wells, Norfolk
D class inflatable: May 23

West Kirby, Merseyside
D class inflatable: May 27 (twice)

West Mersea, Essex
Atlantic 21: March 26, 28, 30, 31 (twice), April 17, 20 (twice), May 2, 4, 10 and 18

Weston-super-Mare, Avon
D class inflatable: April 13, May 4, 24 and 29
Atlantic 21: April 13 (twice), 27, May 4 (twice) and 18

Weymouth, Dorset
54ft Arun: March 29 (twice), 31, April 10, 13 and 18
Relief 52ft Arun: May 17 and 26

Whithy, North Yorkshire
44ft Waveney: March 16 and April 22
D class inflatable: May 11 and 26

Whitstable, Kent
Atlantic 21: March 31, April 20, 21, May 6, 10, 11, 21 and 24

Wick, Caithness
48ft 6in Oakley: March 3

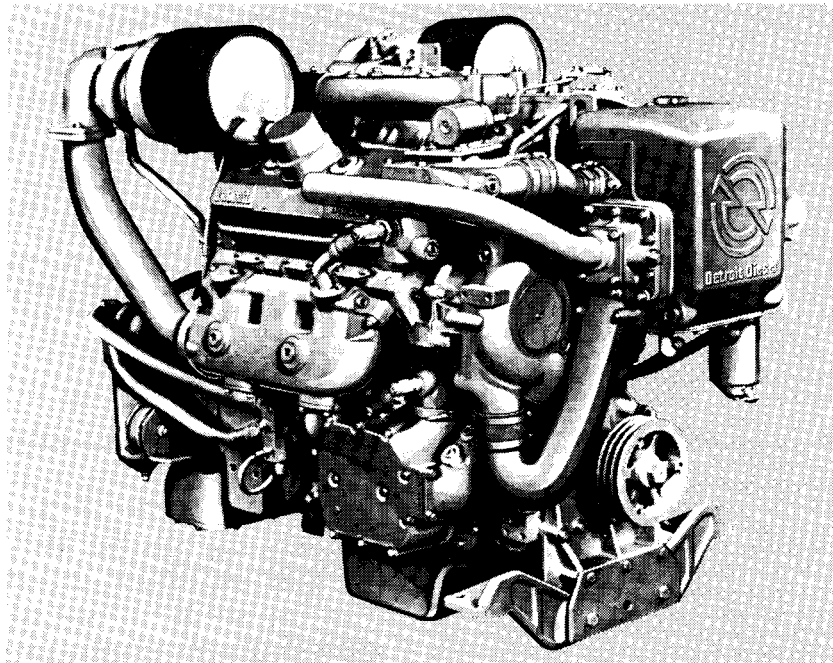
Withernsea, Humberside
D class inflatable: May 6, 11 and 26

Yarmouth, Isle of Wight
52ft Arun: March 23, 25 and May 27

Youghal, Co Cork
Atlantic 21: March 30, April 28 and May 21

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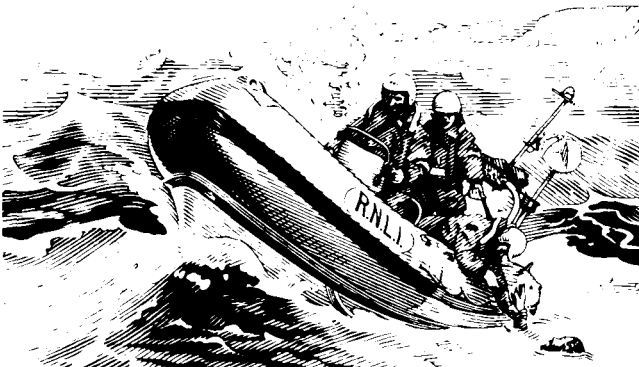


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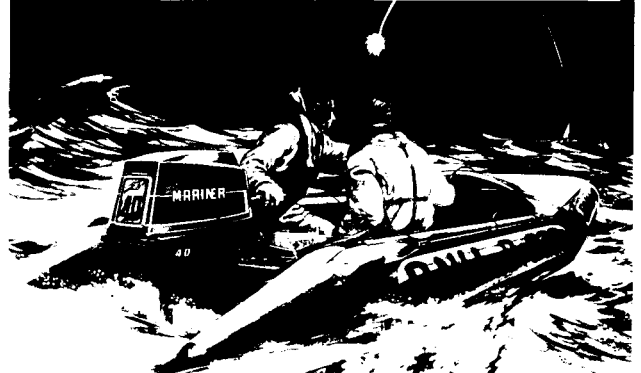
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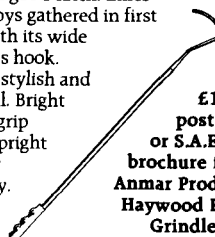
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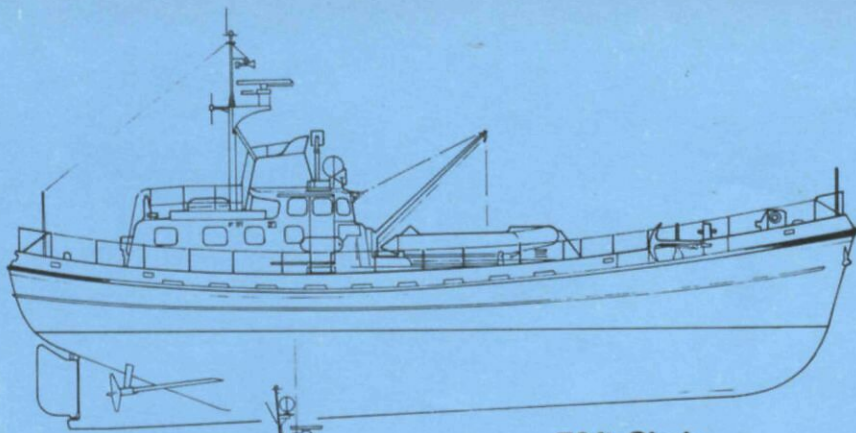
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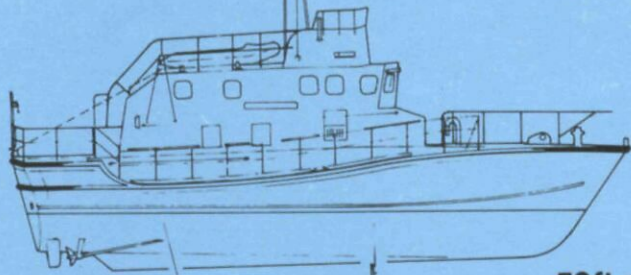
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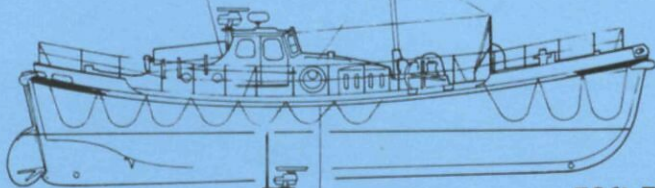
70ft Clyde

Profiles of Lifeboats in the RNLI Fleet



52ft and 54ft Arun

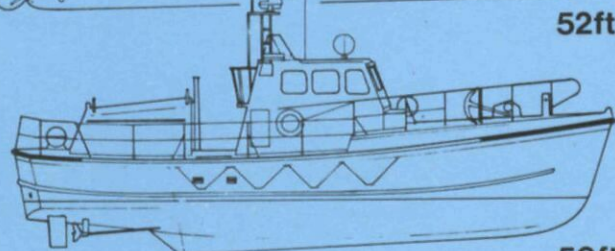
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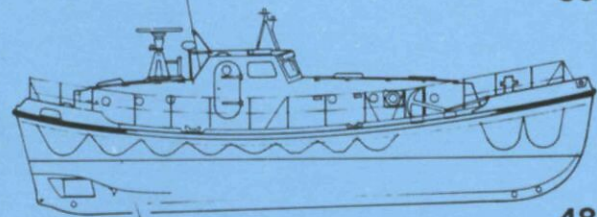
Atlantic 21



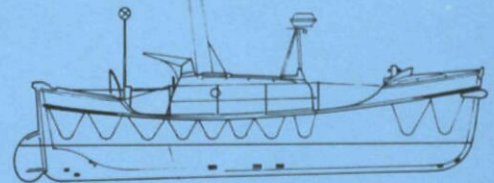
50ft Thames



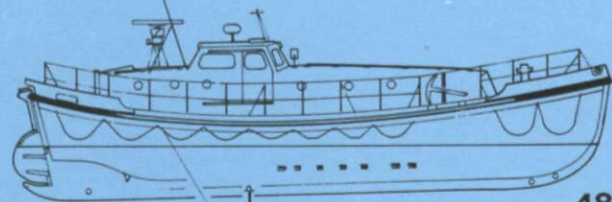
33ft Brede



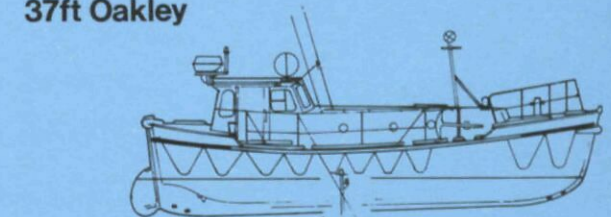
48ft 6in Solent



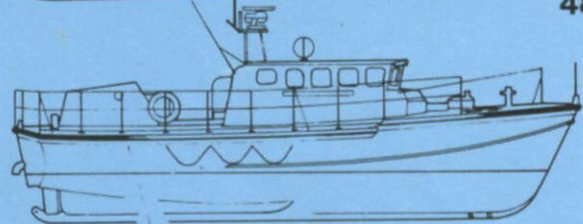
37ft Oakley



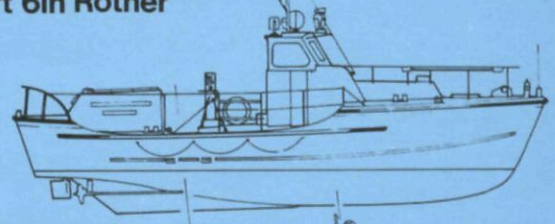
48ft 6in Oakley



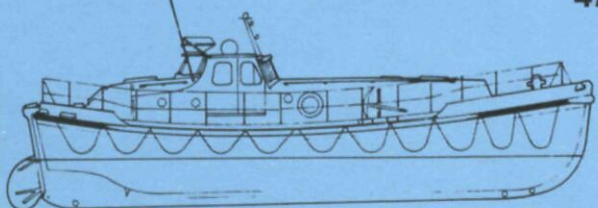
37ft 6in Rother



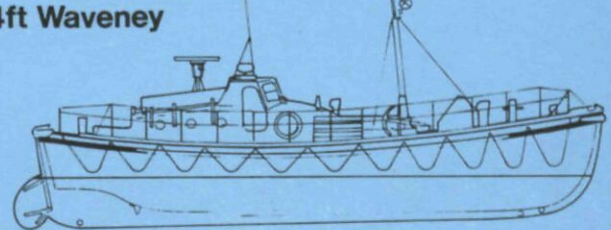
47ft Tyne



44ft Waveney

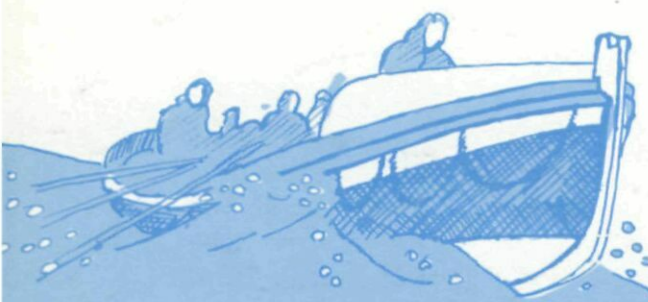


47ft Watson



46ft 9in and 47ft Watson

The RNLI's charter does not make provision for the preservation of old lifeboats and equipment, and the National Lifeboat Museum, Bristol was therefore established as an independent registered charity for this purpose.



COMING TO THE RESCUE?

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 Telephone 0272 513215

Who will be happy to discuss sponsorship schemes.

The National Lifeboat Museum is a registered charity No: 277323 and company limited by guarantee. Registered in England 1408535.

FOUNDER MEMBERSHIP

I would like to support the National Lifeboat Museum by joining as a Founder Member.

Entrance Fee (£5.00)	5 00
Annual Subscription (£5.00)	5 00
Members Tie (£4.50)	
Members Brooch (£1.00)	_____

I enclose my cheque for £ _____

or debit my Access/Barclaycard/American Express with this sum

Card No:

Name (Mr, Mrs, Miss) _____

Address _____

Signature _____ Date _____

GIFT FORM

I would like to help the National Lifeboat Museum
 I enclose my donation of

£ _____ £50 £25 £15

or debit my Access/Barclaycard/American Express with this sum Card No:

Name (Mr, Mrs, Miss) _____

Address _____

Signature _____ Date _____

Please accept our sincere thanks for this gift.

Tick if receipt required.