

Journal of the
Royal National Lifeboat Institution

Volume L Number 498

The

Lifeboat



Winter 1986/7 The RNLI in Ireland

30p Fund raising in all its guises

Emergencies under sail, part II



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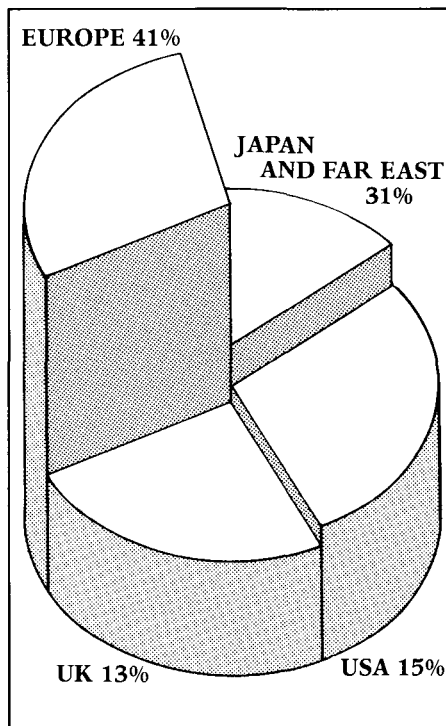
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SUPPORTING THE LIFEBOATS

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COVER PICTURE

A Sea King helicopter from 202 squadron RAF Brawdy flies past the naming ceremony site at Tenby on September 29, 1986, in salute to the station's new 47ft Tyne class lifeboat, RFA Sir Galahad. A description of the proceedings can be found on page 91. The photograph was taken by Archway Publicity who generously offered it for use in THE LIFEBOAT.

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

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

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

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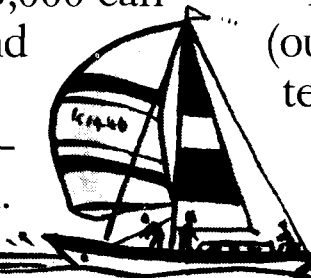
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RNLI NEWS



Happy return: the Duchess of Kent paid a visit to Torbay lifeboat station on September 24 to see again the lifeboat she officially named 11 years earlier and which has since saved over 200 lives. She is seen here beside Coxswain Arthur Curnow and talking to other members of the crew. During her visit the Duchess was presented with two lobsters caught by the deputy coxswain, Dave Hurford, who is a local fisherman.



A good deal: the Thames was much calmer than Bruce Forsyth when he was taken for a ride in a D class inflatable lifeboat. The lifeboat was the result of a special Christmas version of Bruce's TV show *Play Your Cards Right* when the celebrity contestants were out to make money for the RNLI, not themselves. The show came up trumps and, thanks to LWT, provided the £8,250 needed to pay for the lifeboat. No one was poker faced when the 16ft inflatable was handed over following the show to the RNLI's chairman, the Duke of Atholl, on the banks of the Thames.

Anything you can do . . .

Traditional rivalry between the cities of Glasgow and Edinburgh is being used to good effect following the declared intent of Glasgow's Lord Provost, The Right Honorable Robert Gray, JP, that the City of Glasgow Lifeboat Appeal (of which he is president) will achieve its £450,000 target in less than the 14 months taken by Edinburgh to raise the cost of the new Fraserburgh lifeboat. The Glasgow appeal to fund a new Arun class lifeboat for Troon was officially launched during a performance of Radio Clyde's *Pride of the Clyde* in the King's Theatre on Monday October 6. RNLI director Rear Admiral W. J. Graham was present at the launch to lend momentum to the appeal along with Coxswain Ian Johnson of Troon. Already £60,000 has been promised by Glasgow City Council and on the evening of the launch alone, £600 was presented by the King's Theatre management to add to the donation of Radio Clyde's profits for the night.

Tenby's guests

Princess Alexandra was not the only well known guest at the naming of Tenby's new lifeboat, RFA *Sir Galahad*, in October. The Falklands war connection was underlined by the presence of Sir Rex Hunt, governor of the islands during the conflict and Welsh guardman Simon Weston, the man so badly burned when the original Royal Fleet Auxiliary ship RFA *Sir Galahad* was bombed in Bluff Cove in 1982. For a full report of the ceremony, see page 91.

Crew mates

A wedding with a difference took place on September 27, 1986, when two lifeboat crew members were married in Dunmore East, Co Waterford—to each other! It was not quite as unconventional as it appears because the marriage was between Frances Glody of Dunmore East lifeboat, the first female crew member on a lifeboat over 10 metres, and Brian Crummey, a crew member at Dun Laoghaire.

Building for the future

The latest RNLI progress report on the building of lifeboats over 10 metres shows that there are no fewer than 23 new boats under construction at yards around the country. The figure comprises 18 Tyne class and five Arun class lifeboats and represents over £11 million of capital expenditure. Also in progress is the development of the fast carriage boat design with the experimental prototype undergoing evaluation and two further partly built hulls awaiting the outcome of the experiments. Finally, 20 new D class inflatables will be ordered and fitted out in 1987 together with six new Atlantic 21 hulls, five of which will have completed fit out by the end of the year. To summarise, the RNLI is stepping up its building programme in line with the stated intention to complete the introduction of the RNLI's fast lifeboats by 1993.

Increased Irish cover

The RNLI has opened a new lifeboat station at Kilkeel, Co Down. On Friday October 10, 1986, a 16ft D class inflatable became officially operational at the new station following an extensive period of training for her new crew throughout the summer. Another additional D class inflatable lifeboat station became operational at Dun Laoghaire, Co Dublin, at the beginning of the 1986 summer season. The inflatable was introduced to complement the services already provided by the station's 44ft Waveney class lifeboat, *John F. Kennedy*. Both these new D class stations will operate between the months of April and October.

Lucky escape

David Scott-Cowper, the man who made a successful circumnavigation of the world aboard the ex-Walmer lifeboat, the 42ft Watson class *Mabel E. Holland*, has been rescued from pack ice in the Arctic after becoming trapped during an attempt to make yet another solo journey around the world aboard *Mabel E. Holland*, this time by way of the North West Passage. He was forced to abandon his converted lifeboat when the ice breaker which rescued him failed to free her from the giant ice blocks. David Scott-Cowper is now back in England but such is his faith in his boat's strength that he plans to return to the Arctic in May and continue his voyage if the lifeboat is still seaworthy after the winter.

AGM 1987

The RNLI's annual meetings for 1987 will take place on Tuesday May 12 at the South Bank, London. The governors' annual general meeting will be held in the Queen Elizabeth Hall at 11.30 am and the annual presentation of awards to lifeboatmen and honorary workers will take place at 3.00 pm in the Royal Festival Hall. All governors of the RNLI should find an application

form enclosed in this issue for both the morning and afternoon meetings. If, by chance, there is no application form enclosed and you are a governor wishing to attend either meeting, please write to the Director, RNLI, West Quay Road, Poole, Dorset, BH15 1HZ, giving your requirements. To save postage, there is no need to return the form if you do not wish to attend either meeting, nor receive a copy of the annual report and accounts.

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

Electro-chemical action

The further discovery of deterioration caused by electro-chemical action in the wooden hulls of certain Oakley and Rother class lifeboats meant that the RNLI, as a precaution, had to withdraw four lifeboats for survey without a relief being immediately available. The four stations concerned were Filey and Sennen Cove which received reliefs just over two weeks later, Ramsey, Isle of Man, relieved after 10 days by a 46ft 9in Watson class (with launching restricted for 2½ hours either side of low water) and Ilfracombe which will receive a relief in February. The RNLI took this action in order to maintain its high standards of seaworthiness and so that crews were not placed at unnecessary risk. Wherever a lifeboat has to be withdrawn without a relief, cover is provided by neighbouring stations.

NEWS POINT

LEAVING IT TOO LATE?

Over fifty per cent of the RNLI's income is from legacies. Yet half the population dies with no will and of the remaining half, less than ten per cent leave money to charity in their will. Making an ordinary will is a straightforward procedure whereas dying 'intestate' (with no will) can sometimes leave dependants with a costly and difficult problem. Leaving money or property to a charity is, of course, a very personal choice and one which can ensure that good work continues after a person's death.

The RNLI has produced a new leaflet, "Making a Will? Make it a Lifesaver", which is enclosed in this magazine. It outlines the benefits of making a will and suggests ways in which the RNLI could be included. If only a few of the ninety-five per cent who have not made a will with a charitable bequest decided to do so, the lifeboat service could benefit considerably.

Staff changes

Rear Admiral W. J. Graham will retire as director of the RNLI at the end of 1987. He will be succeeded by Lt. Cdr. Brian Miles, the present deputy director. Cdr. Bruce Cairns, chief of operations, retired from the post at the end of 1986 and Lt. Cdr. Miles, as deputy director, will fulfil the functions of chief of operations during 1987.

The new deputy director, with effect from January 1, 1988, will be Ray Kipling who will act as assistant director during 1987. Edward Wake-Walker has been appointed public relations officer and is succeeded as editor of the *THE LIFEBOAT* by Norman Hicks.

Special awards

Ron Cannon, coxswain of Margate lifeboat, has received widespread recognition for his silver medal rescue on December 26, 1985, when he saved the French fishing vessel *Gloire à Marie II* and her crew of seven from shallows in a violent storm and very heavy seas. Not only has he been awarded the Maud Smith Bequest for the most outstanding



Twenty-five years' service: Commander Bruce Cairns, RD, RNR, retired as chief of operations at the end of 1986. He joined the lifeboat service as a district inspector of lifeboats in 1961 and served in the Irish, South East and Southern districts. He was appointed chief of operations in 1974. Before joining the RNLI he was employed by the Thames Conservancy Board. His nautical career began as a cadet in the fleet auxiliary vessel *Fort Duquesne* and he went on to serve as a deck officer in the *Royal Mail Lines*.



Flying colours: the annual service for seafarers at St Paul's Cathedral in October was attended by the RNLI's President, The Duke of Kent. To represent the Institution's lifeboat crews, seven men from Kent and Essex stations were also present. The colour bearer (centre) was Crew Member Arthur Phillips of Burnham-on-Crouch and he is flanked by fellow crew members John James (l) and David Nicholls (r). Outside the colour party are the uniformed party comprising (l to r) Crew members Peter Sands and Peter Bullin of Sheerness and Ian Mantripp and Robert Bradbrook of Clacton-on-Sea.

act of lifesaving by a lifeboatman in 1985 but he was also one of the 'men of the year' at the special luncheon held at the Savoy Hotel in November.

The Ralph Glistler award for the most meritorious service of 1985 carried out by the crew of a lifeboat under 10 metres goes to Helmsman Alan Clarke and Crew Members Gerald Wase, Victor Dade and Michael Wallace Hunstanton for rescuing a windsurfer from among sandbanks in a near gale and very rough seas on March 31, 1985.



Self service: eight people, one a child of four, were aboard the motor boat *Clyde Valley Wanderer* on the evening of Thursday September 18, 1986, when she was hit in the stern by a fishing vessel. When her skipper realised he was not going to be able to limp back to his home port of Inverkip he sent out a MAYDAY. Largs lifeboat crew prepared to launch and were surprised to see a cabin cruiser heading for their slipway. They waved her away but she continued on and came to rest at the foot of the lifeboat slipway where she began to sink. To the lifeboat crew's astonishment it was their casualty, *Clyde Valley Wanderer*. Robert Watson, station honorary secretary said afterwards: "we usually go to them—they don't come to us. We just gave them a hand ashore."

South West Division

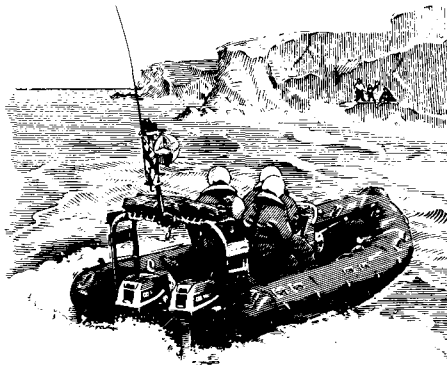
Boys stranded

IT WAS AN HOUR before high water on the afternoon of Sunday July 20, 1986, when the honorary secretary of **Weston-super-Mare** lifeboat station was contacted by Swansea Coastguard to be told that two boys were trapped by the tide on rocks on the south side of Brean Down, two and a quarter miles south south west of the station. Immediately the lifeboat crew were paged and at 1743, only three minutes after the coastguard's message was received, Weston's rigid inflatable Atlantic 21 lifeboat, *Weston Centenary*, was launched manned by Helmsman Julian Morris and Crew Members Richard Spindler, Michael Hawkings and Nicholas White.

The sky was partly cloudy with clear visibility and the westerly breeze was blowing at a fresh to strong force 5 to 6. The lifeboat headed south west at full speed in a moderate sea and swell until she was clear of the western end of Brean Down. The helmsman then turned east south east to run parallel to the shore until the lifeboat was opposite the two boys.

Four to five foot surf was running on to the shore and, in order to assess the situation, Helmsman Morris brought the lifeboat's head to sea and by using helm and full range of engine power, held position 40 yards offshore. The two boys were stranded beneath steep cliffs and because of the rocky foreshore, the only way to reach them was by sending a crew member ashore. Richard Spindler volunteered to make the swim even though it meant going without a line as the engines were still being used to keep the lifeboat in position.

He reached the shore and found one very frightened eight-year-old who could not swim and a 15-year-old who said he was able to swim. In the meantime, Helmsman Morris had succeeded in anchoring the lifeboat in the surf and had veered down to within 20 yards of the scene. Richard Spindler now re-entered the sea and swam



against the surf back to the lifeboat where he gathered two lifejackets for the boys. Then, taking a line, he swam again to the shore.

The boys donned the lifejackets and Richard Spindler attached the line to himself and the younger boy before they both entered the water. While Crew Members Hawkings and White hauled them back towards the lifeboat, Spindler held the eight-year-old so that his head was well above the water and spoke comfortingly to him. When he had seen the boy safely aboard the lifeboat he returned to the shore to repeat the operation with the 15-year-old.

The boys required comfort rather than any first aid treatment aboard the lifeboat and once the anchor had been weighed Helmsman Morris headed for the beach at North Berrow Flats where an ambulance was waiting. The lifeboat was anchored and veered on to the beach through four foot surf. The boys were transferred to the ambulance and immediately the lifeboat was called out to another service. When it turned out that the lifeboat was not needed, she returned to her station and at 1900 was washed down, rehoused and ready once more for service.

Following this service the thanks of the Institution on vellum was accorded to Crew Member Richard Spindler and vellum service certificates accorded to Helmsman Julian Morris and Crew Members Michael Hawkings and Nicholas White.

LIFEBOAT SERVICES

South East Division

Capsize

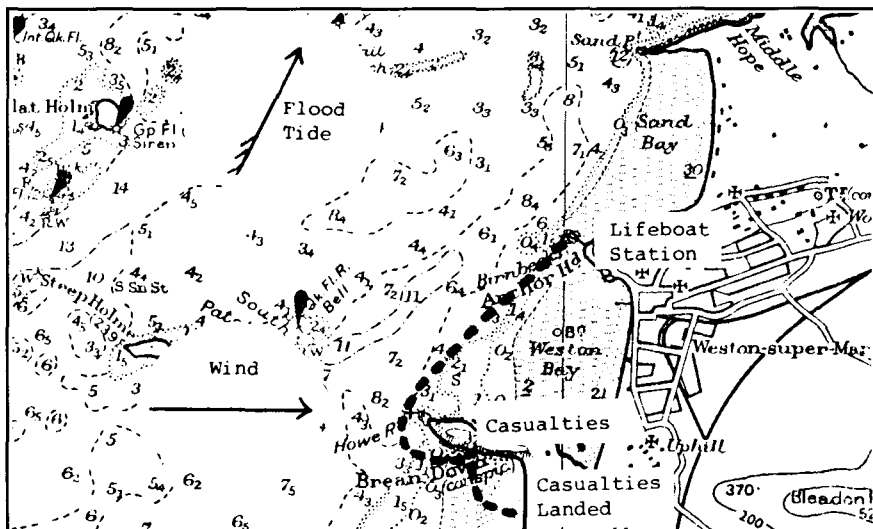
THE DAY OF TUESDAY AUGUST 26, 1986, dawned at Brighton with gale force winds blowing from the south south west, gusting to force 9 and skies overcast with a slight drizzle. Very heavy seas were running and waves up to 15 feet in height, confused and reflected in the area off Brighton Marina, were sending seas and heavy spray 20 feet into the air as they broke on the marina's eastern breakwater arm.

At 0830 on that morning one of **Brighton** lifeboat's crew members overheard the yacht *Asterionella* radioing to Solent Coastguard for landfall information. She was inbound from France and making for Brighton Marina.

An hour later, as the crew member's concern began to grow for the yacht's safety as she neared the coast, he contacted the station's senior helmsman, Alan Young, who in turn alerted the honorary secretary and other crew members. The yacht had not yet sent out a distress and was now in radio contact with the marina. One of the marina's staff was on the eastern arm watching for the yacht's approach. At 0937 he saw her fire red flares when she was some 150 yards from the breakwater. Within minutes she was overwhelmed. Her crew of three abandoned her and could be seen in the water with an inflating liferaft.

Their plight was radioed to the lifeboat crew room where Helmsman Alan Young, choosing two other experienced crew members to go with him, headed for the boathouse. Looking at the sea he reckoned that he had in the past taken the lifeboat through the marina's dangerous entrance in weather as bad and after a word with the honorary secretary, it was agreed to launch.

The relief rigid inflatable Atlantic 21 lifeboat, on temporary duty at the station was launched at 0947 with Alan Young at the helm and Roger Cohen and Stan Todd as crew. She made her way at one third speed through the marina entrance, her crew having already rigged a towing bridle in case they were unable to reach the liferaft. Every sea had to be negotiated with care as course was set to windward; this was in order to make searoom away from the marina arm. Other lifeboat



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Brighton's Atlantic 21 lifeboat on exercise in heavy seas. The photograph was taken by Alan Young, helmsman of the lifeboat for the service described below.

crew members who had gathered now divided into two parties; the first made for the eastern arm with ropes and lifebuoys and the other set off for the top of the east cliff where a deputy launching authority, Colin Maltby, and three men could watch what was happening and report back to Solent Coastguard by portable VHF radio. **Newhaven's** 52ft Arun class lifeboat, *Keith Anderson*, also launched at 0953 and was expected to arrive on scene 40 minutes later.

As Brighton's Atlantic 21 headed for the Lowenbrau Buoy the men on the cliff top reported that one of the three yachtsmen had boarded the liferaft but that the other two were still in the water. At 0951 the lifeboat turned to port to head east north east towards the liferaft. Crew Member Cohen was keeping stern lookout for heavy seas and soon after altering course he reported a large composite sea approaching. Helmsman Young turned the lifeboat to port, head to sea, as waves broke over her. Heavy water came aboard aft and the starboard engine stalled. It was quickly restarted and the lifeboat circled northwards back towards the liferaft.

By now the raft was only 50 yards south of the breakwater where seas were very confused. But Alan Young, seeing two people still in the water, was committed to keep going slowly ahead at about six knots, his bow to the wind. The lifeboat was just seven yards from the liferaft when a very heavy and steep sea rose up ahead, lifting the bow nearly vertical. At this moment the wind caught the underside of the hull and the lifeboat capsized bow over stern.

She landed absolutely level but upside down and Helmsman Young and

Crew Member Todd found themselves under the boat. Cohen, however, was thrown clear and he managed to hold the port lifelines as his two crewmates emerged from beneath the hull on the starboard side. All three worked their way aft and while Young located the air bottle release for the righting bag, his crew held the port safety line.

The lifeboat righted quickly and remained stern to sea. Young and Cohen re-boarded aft and were assisting Todd when another breaking sea lifted the lifeboat and drove her some 25 yards before finally lifting her starboard quarter over her port bow. Young and Cohen were again thrown into the water but Todd held himself inside the roll bar and stayed inboard as the lifeboat quickly righted due to the inflated air-bag.

Cohen, who was now too far for Todd to reach him with the quoit line, accepted that he would drift ashore safely. Young managed to grab the trailing port safety line and was about to climb aboard when yet another sea lifted the stern and a second identical knock-down took place. This time Young lost contact with the lifeboat but could see that he, too, was being driven safely ashore. Again Todd kept a hold aboard the boat and while he drifted towards the beach, he rigged the emergency VHF radio. He then called Solent Coastguard to say that all the crew were safe and was about to try to start the port engine when he realised that the lifeboat was close to the shore. Instead he lifted both engines into tilt position and at 1008 the lifeboat landed on the beach with members of the shore

party in close attendance.

Within minutes of the lifeboat beaching the three survivors from the yacht and their liferaft were also washed ashore about 75 yards further east. None of them were injured but they were taken to hospital for observation and were released later that day.

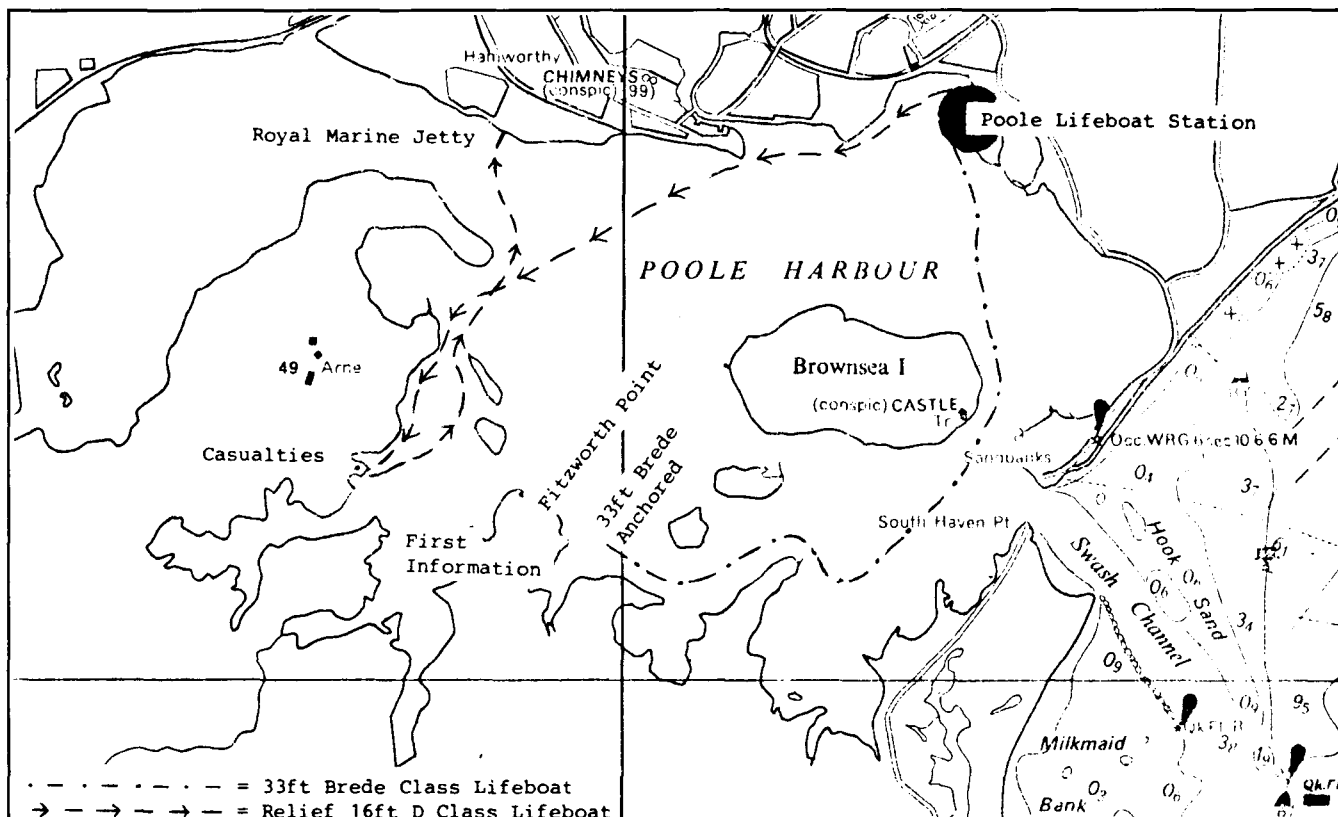
The lifeboat was manhandled ashore and then lifted by crane to the nearby marina boatyard. An emergency relief Atlantic 21 arrived at station from RNLi Cowes Base at 1430 and was placed on service at 1530. The station lifeboat was returned to Cowes for inspection on the same transport.

Following this service the thanks of the Institution inscribed on vellum was accorded to Helmsman Alan Young and Crew Members Roger Cohen and Stan Todd. Also, a letter signed by the RNLi's director, Rear Admiral W. J. Graham, was sent to the honorary secretary thanking the entire station personnel for their assistance that day.

South East Division

Across the mud

LATE ON THE NIGHT OF TUESDAY JULY 1, 1986, the owners of Fitzworth Farm, on the south side of Poole Harbour could hear cries for help coming from across the water to the west. They immediately rang the police and coastguard who in turn alerted **Poole** lifeboat station and Swanage mobile rescue unit. The weather was fine with little wind but it was a very dark and moonless night.



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The tide had been ebbing for an hour and a half.

By 2331 both of Poole's lifeboats, the 33ft Brede class *Inner Wheel*, and a relief 16ft D class inflatable on temporary duty, had slipped their moorings. *Inner Wheel* headed east and south of Brownsea Island up the Wych Channel until it became too shallow to go any further. She then anchored and stayed where she was until the service was completed.

The inflatable lifeboat, manned by Helmsman David Coles and Crew Members Steven Vince and Raymond Collin, headed westward, approaching the Arne Peninsula from the north east. Swanage mobile rescue unit Land Rover had in the meantime driven to where the farm owners had raised the alarm and were able to confirm the general area from which weak cries could still be heard.

Helmsman Coles drove the lifeboat on through the Upper Wych Channel, west of Round Island, into ever shallower water. His only illumination took the form of two hand-held searchlights and after some 15 minutes he shut down the outboard engine to try to hear the direction of the cries. It was 2345 when the crew agreed that they were coming from a small point of marshland nearly a mile due west of Fitzworth Point.

David Coles then drove the lifeboat on to the mud, about 70 yards from the shore. Crew Member Steven Vince climbed out of the boat and into the mud, taking with him a portable radio and one of the searchlights. He found himself up to his knees and as he struggled towards the reed-lined shore he sank sometimes to his waist.

It was a minute before midnight when Vince reported that he had found two teenagers, a girl and a boy. The boy was in a very weak and hypothermic state and could not make it back without help. Crew Member Raymond Collin had by now also made his way through the mud to the shore and he and Steven Vince began trying to carry the boy while the girl followed them. The effort was too great, however, with each of them continually falling into the mud.

Helmsman Coles made a call for helicopter assistance but the nearest machine was an hour and a half away in South Wales, too long to wait in view of the boy's failing health. All the time Coles was working to keep the lifeboat afloat on the falling tide but at 0015 he drove the boat high and dry so as to reduce the distance between him and the shore.

Then the idea occurred to him of taking out the rubber mattress from the bottom of the lifeboat and using it as a mud sledge. He secured it to the anchor warp and began to drag it towards his crew and the survivors who were some 40 yards away. At one point during this very difficult task he became immersed in the mud to above his waist and was only able to extricate himself by lying face down and gradually pulling his legs to the surface.

When he reached the shore the boy was put aboard the mattress and brought to the lifeboat by Vince and Coles. Collin stayed behind to comfort the girl. Aboard the lifeboat the boy was barely conscious and shivering violently and the crew forced him to talk to them to keep him alert. The helmsman was loath to leave the girl but

knew he had to get the boy ashore without delay. He requested an ambulance to meet the lifeboat at the Royal Marine jetty a mile and a half away; this was the nearest guaranteed night access. The lifeboat had first to be man-handled for about 100 yards back into the water before passage could begin to the jetty.

By 0040 the boy was safely aboard the ambulance and eight minutes later the inflatable lifeboat, having first called at the anchored *Inner Wheel* for blankets, returned to pick up the girl who herself was now very cold. Again, by using the mattress, she was put aboard the lifeboat and after dragging the lifeboat once more across the mud to the water, the three crew members climbed aboard and set off for the Royal Marine jetty.

When the girl had been landed to a second ambulance the lifeboat returned to station where for the next hour the crew were cleaning the mud off themselves, their drysuits and the lifeboat equipment. It was 0330 before they could finally report the lifeboat ready again for service.

Following this service the thanks of the Institution on vellum were accorded to Helmsman David Coles and Crew Members Steven Vince and Raymond Collin.

South East Division Speedboats capsize

MEMBERS OF THE CREW OF MARGATE'S 16ft D class inflatable lifeboat were in the boathouse on the afternoon of Sunday August 3, 1986, cleaning the lifeboat



Margate's 16ft D class inflatable lifeboat.

after an earlier service call when a message came through that two speedboats had capsized off Westgate and a number of people were in the water.

A strong easterly breeze, force 6, was blowing and the sky was cloudy with rain. High tide had passed and the ebb was now giving wind over tide locally. The D class lifeboat launched at 1555 manned by Helmsman Trevor Lamb and Crew Member Steven McNeil. Heavy seas were breaking on the slipway but the lifeboat pulled away safely, steered clear of the old pier and then turn west towards Westgate Point, just under two miles away, where the speedboats had been sighted.

At about the same time Thanet Council's beach inspector who had heard of the incident, launched the beach safety boat, a 12ft rigid inflatable, with a crew of two, Daren Micton and Richard Gradus, aboard. Both boats converged on the reported position, both at reduced speed in the three to four foot waves.

At 1600 the lifeboat crew sighted four people in the water about 150 yards offshore. Two more people could be seen nearer the beach. By now a coastguard mobile Land Rover was on the scene and was giving radio assistance from the shore. Helmsman Trevor Lamb took command of the incident and directed the council boat towards the two people nearer the shore. One of them, a well-intentioned rescuer, was able to wade back to the beach unaided. The other was taken aboard the safety boat which then headed back out to sea.

Meanwhile the lifeboat attended to the other four in the water. They all wore wetsuits which aided buoyancy and asked the helmsman first to take care of another man, a non swimmer, some 50 yards to the west. On reaching him, the lifeboat crew found that he was barely conscious and lashed to a polystyrene float (which had possibly been used as a makeshift water ski). He capsized around the float and had to be cut free before being hauled aboard the lifeboat.

Using limb manipulation and continued talking Crew Member Steven McNeil revived the man but immediately he flew into a state of total panic, crying and shouting, and had to be restrained.

The council boat had by now reached the other four men but after taking one of them aboard, a large wave filled her

with water and she was forced to return immediately to the beach at St Mildred's Bay where her two survivors were landed safely.

When the lifeboat reached the remaining three men they had drifted slightly eastward and were clinging to an orange fishing marker. The net attached became fouled in the lifeboat's propeller and while McNeil helped the men aboard, the helmsman lifted the engine to clear it.

The lifeboat then made for St Mildred's Bay beach and the four survivors were landed. They refused ambulance aid and the non-swimmer ran off into the crowd even before coastguards could interview and identify him.

At 1625 the lifeboat was re-launched with the help of the council boat crew and returned to station five minutes later. Before he left for the station the helmsman was subjected to some abuse from the survivors because he would not launch to retrieve their speedboats. These were later washed ashore.

Following this service letters of appreciation, signed by Rear Admiral W. J. Graham, director, were sent to Helmsman Trevor Lamb and Crew Member Steven McNeil. Similar letters were also sent to the Thanet Council boat's crew, Daren Micton and Richard Gradus.

West Division

Three yachts saved

PARTICIPANTS IN THE Isle of Man's round the island race in May found themselves contending with a south-south-westerly gale and very high seas. It was at 2240 on the night of Sunday May 25, 1986, when the honorary secretary of Ramsey lifeboat received a call to say that several yachts from the race were in difficulties and unable to make harbour.

Eight minutes later the station's 37ft Oakley class, *James Ball Ritchie*, was launched with Coxswain James Kinnin in command and a crew of seven aboard. The first yacht in trouble, *Airy Fairy*, was a mile to the north north east of the station. The lifeboat located her and passed a towline but it parted again almost immediately. The line was re-connected and the lifeboat began to tow the yacht towards Ramsey Harbour. By



RNLB James Ball Ritchie.

now the gale had increased to severe gale, force 9, gusting 10 with seas becoming very high and a 15 to 20 foot swell.

Harbour was reached at 2335, the tow slipped and the lifeboat headed back out to sea, this time towards Whitestone Bank Buoy, five miles to the north to the aid of the yacht *Billy Whizz*. She had finished the race but could make no headway to windward and was drifting towards the Point of Ayre.

The lifeboat arrived alongside at 0017 and was soon towing her back to Ramsey. As soon as *Billy Whizz* was safe inside the harbour the lifeboat slipped the tow and headed out again for a third yacht, *Broadaxe* whose engine had failed by Bahama Bank, seven miles north east by east of Ramsey. When the lifeboat reached her at 0230 she was having difficulty sailing and a tow was attached. The tow parted a minute later but was re-established and at 0510 both vessels were back inside the harbour.

The lifeboat was then beached for recovery and was finally re-housed at 0540, over seven hours after having first set out.

Following this service a letter, signed by Rear Admiral W. J. Graham, RNLB director, was sent to the station conveying thanks and appreciation to Coxswain Kinnin and his crew for their efforts in such adverse weather.

East Division

Rapid response

MOTOR MECHANIC GRAHAM WALKER of Wells lifeboat station was on duty in the boathouse on the morning of Sunday June 29, 1986, when he noticed a man and young woman cut off by the flooding tide on Bob Halls Sands.

He informed the coastguard but was at the same time aware that the crew of a fishing boat was hailing them and trying to guide them to a place where they could be picked up. Unfortunately the man and the girl did not hear their shouts nor those of the lifeboat mechanic over the loud hailer and instead began to wade into the channel which separated them from the land.

They were now in immediate danger



Motor Mechanic Graham Walker.

and out of their depth. The girl began to scream; Graham Walker fired a maroon and, with the help of holidaymakers, launched the station's 16ft D class inflatable lifeboat. He took with him one of the holidaymakers as crew and headed for the people in trouble, 100 yards away.

There was a moderate to fresh north easterly breeze blowing but this did not prevent a windsurfer, Mr Richard Varney, from paddling his board across the channel and reaching the man and girl even before the lifeboat. He managed to lift the girl on to the surfboard and to hold the man's head above water.

The lifeboat arrived very shortly afterwards and the man was taken on board. Graham Walker who could discern no heartbeat from him expelled a good deal of water then administered cardiac arrest massage and finally gave mouth to mouth resuscitation. Unfortunately, this was to no avail. The girl (the man's daughter) who was conscious, was also taken aboard the lifeboat which returned immediately to the lifeboathouse. Here the man was given further emergency treatment but showed no sign of life and on the arrival of a doctor was found to be dead.

Following this service, letters signed by the chief of operations, Cdr Bruce Cairns, were sent to Motor Mechanic Graham Walker and to Mr Richard Varney, thanking them for their prompt action.



RNLB R. A. Colby Cubbin No 1.
photograph by courtesy of Douglas Gowan

West Division Car over cliff

LATE ON THE EVENING OF THURSDAY JULY 24, 1986, the coastguard cliff rescue team were called to Port Soderick Bay, 2½ miles south of Douglas on the Isle of Man. A car with four people inside had driven over a 330 ft cliff. When they arrived at the scene of the accident it became clear to them that a lifeboat was also needed so that a doctor could be landed at the foot of the cliff.

Therefore, at 2316 on a dark, overcast night, Douglas' 46ft 9in Watson class lifeboat, *R. A. Colby Cubbin No 1*, left the slipway under the command of Coxswain Robert Corran. The station's honorary medical adviser, Dr Richard Hamm, was on board and as the lifeboat steamed towards Port Soderick Bay more information about the accident was radioed to the lifeboat. One of the car's occupants was already dead, one had possible spinal injuries and the other two were less seriously hurt. RAF Valley was closed operationally and was unable, therefore, to supply helicopter assistance.

A moderate onshore breeze was blowing on to a pebble beach with rocky

outcrops when the lifeboat reached the position of the car. Coxswain Corran anchored the lifeboat and, using her engines, placed her stern to, about 50 feet off the rocks. A small dinghy was then launched from the lifeboat with Second Coxswain Neil Corran, Crew Member Colin Kermode and Dr Hamm on board. The dinghy was rowed to the shore and the doctor landed in a rocky gully where there was some shelter from the surf which was running about two ft high and breaking.

The doctor examined the casualties and decided that while the body and the two people with lesser injuries should be removed by the cliff rescue team, the woman with spinal injuries should be taken on board the lifeboat. During this examination and the subsequent rescue the lifeboat crew lit up the isolated and very dark position with parachute flares and the searchlight.

At 0020 the dinghy returned to the lifeboat with the doctor and casualty and was then rowed back to the beach to land the lifeboat's Neil Robertson stretcher, needed for hoisting the body up the cliff. Twelve minutes later, with the dinghy back aboard, the lifeboat set course for Douglas where she arrived at 0049 and landed the doctor and patient to a waiting ambulance. She then returned to her slipway and after rehousing reported ready again for service at 0128.

Following this service letters of appreciation, signed by the chief of operations, Cdr Bruce Cairns, were sent to congratulate Coxswain Robert Corran on his part in the rescue and to thank Dr Richard Hamm, Second Coxswain Neil Corran and Crew Member Colin Kermode for their efforts.

West Division Night escort

ANGLE LIFEBOAT, THE 46ft 9in WATSON CLASS, *Richard Vernon and Mary Garforth of Leeds*, launched on service at

FRASERBURGH, Saturday October 18, 1986: this photograph, taken by Motor Mechanic Thomas Summers aboard the 47ft Tyne class lifeboat, *City of Edinburgh*, gives little impression of the 10ft swell, rough seas and gale force southerly wind which was blowing when a tow was passed to the yacht *Lysistrata* in trouble seven miles north east of Fraserburgh. The lifeboat launched at 1130 and, running before the southerly swell, arrived alongside the yacht 18 minutes later. With the tow secured Coxswain Albert Sutherland turned the yacht's head to wind and once her skipper had assured him that all was well, he began the tow at three knots back towards Fraserburgh. By 1350 the yacht and her two man crew were safely inside the harbour and the lifeboat returned to the slipway for rehousing.





RNLB Richard Vernon and Mary Garforth of Leeds.

2148 on the evening of Saturday May 17, 1986, after a yacht had been reported to be suffering engine problems in gale force winds nine miles to the south of St Annes Head.

The 27ft yacht, *Carriad*, had set off from Milford Haven the day before bound for Falmouth. She first tried to return to Milford Haven but because of the bad weather, her skipper then decided to heave to instead. Coastguards were aware that the strong winds were expected to continue for another 12 hours and, fearing crew fatigue, had alerted the lifeboat station.

The lifeboat, under the command of Coxswain Gerald Edwards, headed south into the full force of the southerly gale and very rough seas. At 2256 she radioed to the yacht asking her to fire a flare for identification. The flare was sighted and ten minutes later the lifeboat was alongside *Carriad*. Her engines were started and the lifeboat began to escort her back towards Milford Haven. The two vessels entered the Haven at 0024 at which moment the yacht's engines failed. Although she hoisted sail and managed to steer clear of immediate danger, it was eventually necessary for the lifeboat to pass a tow. She was taken to the lifeboat station mooring where she was safely secured for the night. The lifeboat was rehousing and by 0230 she reported ready again for service.

The chief of operations, Cdr Bruce Cairns, sent a letter to the honorary secretary of Angle lifeboat station following this service, passing on appreciation to Coxswain Gerald Edwards and his crew for their good work that night.

East Division

Overtaken fishing vessel

AN EIGHTEEN FOOT fishing vessel, *Melinda Muriel*, had put out to sea from Skinninggrove, Cleveland, with four



Staithe and Runswick's Atlantic 21 Lord Brotherton.

photograph by courtesy of *Whitby Gazette*

people on board on the morning of Tuesday July 29, 1986. The wind was north westerly and there were squally showers which reduced visibility to poor at times. At 1429 just after one of these squalls, a member of the public reported that the boat could no longer be seen. Tyne Tees Coastguard asked **Staithe and Runswick** lifeboat station to stand by and when, a few minutes later, Redcar's mobile rescue Land Rover confirmed that the boat had indeed disappeared, the lifeboat launched.

Staithe and Runswick lifeboat, *Lord Brotherton*, an Atlantic 21 rigid inflatable, was manned by Helmsman Stewart Porritt and Crew Members Martin Hopkinson, Kevin Riley and David McKenna. The helmsman headed for Skinninggrove where he was asked to begin to search two miles off the pier. By now the wind was a fresh to strong breeze, force 5 to 6, and the sea was moderate to rough with four to five foot swell. News of a sighting of the casualty then brought the lifeboat to within ¾ mile north east of the pier where, at 1555, the capsized boat was found.

One man was still with the boat, tangled up in ropes and an oar. Crew Member Martin Hopkinson went overboard to cut the man free. He then dived under the fishing boat to check that there was nobody trapped beneath. Both **Redcar's** Atlantic 21 lifeboat and **Teesmouth's** 47ft Tyne had also been alerted and were expected on scene very shortly. In view of this, Helmsman Porritt, who could see that the survivor was in a totally exhausted state, radioed for an ambulance and headed for Skinninggrove where he put the man ashore.

Another man from the fishing boat had managed to swim to the shore but there were still two missing people. Staithe and Runswick lifeboat returned immediately to the scene and continued to search with the other lifeboats and an RAF helicopter. The search continued till dusk but nothing more was found.

Following this service a letter signed by the chief of operations, Cdr Bruce Cairns, was sent to the honorary

secretary of Staithe and Runswick lifeboat station in appreciation of the service provided by the lifeboat crew, particularly the actions of Crew Member Martin Hopkinson.

West Division

Yacht saved in darkness

SEVERE GALE TO STORM FORCE south-south-westerly winds were blowing on the night of Sunday May 25 when a message reached the honorary secretary of **Moelfre** lifeboat station that a 24ft yacht with auxiliary engine, *Star Thrower*, had suffered machinery failure some 6½ miles due north of the station.

Moelfre's 37ft 6in Rother class lifeboat, *Horace Clarkson*, launched from her slipway at 2045 into very rough seas and six foot swell, Second Coxswain Anthony Dennis in command. During the next hour the lifeboat kept in radio contact with the ship *Robert M* which was standing by the yacht and at 2146 the lifeboat was alongside preparing to take the yacht in tow.

Before the tow began the yacht's two man crew who were showing signs of exposure were taken off and replaced by two lifeboat crew members. It took over two hours to tow the yacht back to Moelfre through very rough seas and force 9 to 10 winds. She was eventually successfully and safely secured to the pilot boat buoy in Moelfre Bay. At 0145 the acting coxswain attempted to place the lifeboat on the slipway but the extreme weather forced him to abandon the attempt and instead the lifeboat headed for Amlwch harbour where she secured alongside at 0230.

The survivors, local men, were landed and driven home by the honorary secretary. Following this service a letter of appreciation, signed by Cdr Bruce Cairns, chief of operations, was sent to Second Coxswain Anthony Dennis.

The RNLI in Ireland

by
Edward
Wake-Walker



There are 24 lifeboat stations around the coast of Ireland. Provisional figures for 1986 show that their 26 lifeboats (Dun Laoghaire and Howth have both D class and fast afloat lifeboats) launched 181 times rescuing 98 lives. The RNLI's first lifeboat station in Ireland was set up in 1825 at Arklow, Co Wicklow and the newest is the D class station recently opened at Kilkeel, Co Down.

There have been lifeboats in Ireland ever since the turn of the 19th century and the first RNLI station was set up there only two years after the birth of Sir William Hillary's Institution in 1824. All lifeboat stations today, both in Northern Ireland and the Republic, are run by the RNLI, and they all have an important part to play in the comprehensive lifeboat service available to any vessel in distress within our shared coastal waters.

THE JUNE 1934 ISSUE OF THE LIFEBOAT reported the death in Belfast of Joseph Devlin, a member of parliament, and reminded readers of the speech he made about the lifeboat service a few years earlier to the Belfast branch of the RNLI at their annual meeting.

"... There are no religious, political or moral differences in an assembly of this character. We are all called here in the interests of humanity... There is no more sublime form of charity than that carried out by the men and women engaged in lifeboat work."

His support of the RNLI is an excellent illustration of how the work of the Institution today, as much as at the time of Joseph Devlin's speech, is able to transcend the political and diplomatic complications that affect so many other trans-Irish Sea relationships.

A brief look at the history of lifeboats in Ireland is one way of understanding how and why the RNLI still operates so successfully both north and south of the Irish border. In 1824 when Sir William Hillary founded his National Institution for the Preservation of Life from Ship-

wreck, Ireland was already running some lifeboats of her own. In 1801 The Corporation for Preserving and Improving the Port of Dublin stationed a lifeboat at Clontarf near the entrance to the Liffey and by 1818 evidence exists of five lifeboats positioned between Howth and Dunleary (as Dun Laoghaire was then spelt) as protection for the growing traffic in Dublin Bay. Two other stations, independent of Hillary's Shipwreck Institution, were set up in 1825, one at Newcastle, in the north and the other at Courtmacsherry in the south of Ireland. The following year the inspector general of the coastguard in Ireland reported that Arklow could well do with a lifeboat after a succession of bad shipwrecks in the neighbourhood and it was therefore 1826 when the first Irish lifeboat station was established under the direct control of what was to become the RNLI.

The financial crisis which hit the Institution in the 1840s and the great Irish famine of the same era took their toll on the lifeboat service in Ireland. In

1852, by which time the Institution had begun to regroup its resources, the very first issue of THE LIFEBOAT journal, in listing the number of lifeboats around the coast of England and Wales, added that

"In Ireland, with an extent of 1,400 miles of coast, there are eight lifeboats, and they are inefficient. Yet there is no part of the United Kingdom in which wrecks are more frequent than on the coast of Wexford; and when we consider that, in addition to the cross channel trade, the whole of the foreign trade to Liverpool, Glasgow and Belfast passes through the Irish Sea, the frequency of wrecks on the east coast of Ireland need not create surprise."

Matters improved through the second half of the century, however. In 1861 the RNLI took responsibility for the Dublin Bay lifeboats at Dun Laoghaire, Howth and Poolbeg, supplying them with new boats and shore installations. More stations were established or adopted in ensuing years and by 1911, when Ireland's first motor lifeboat was sent to Wicklow, there were 35 RNLI

stations on the island.

Then came the creation of the Irish Free State in 1922. The RNLI now found itself running lifeboat stations in a country no longer under the rule of the British government. Were they to follow the coastguard and withdraw their services or were they to continue as before? Undoubtedly the voluntary and independent status of the Institution, not to mention the value of its work, had a major bearing on the favourable attitude of the Irish govern-

ment towards it at a time when British government organisations (such as the coastguard) were too much a part of the old regime to consider retaining.

It was certainly in the interests of the Institution, whose aim is to provide an effective lifeboat service for all our coastal waters, to continue to operate in the whole of Ireland and therefore when, in 1924, the Irish Ministry of Industry and Commerce confirmed that

"the Government will be very glad to see the Institution continue its activities in

the Free State", promising that it would "extend to the work every faculty in its power,"

a common-sense arrangement was born which endures to this day.

Operationally, the RNLI has always treated Ireland as one unit. That is to say that there is one inspector who covers every station in the north and south. He has 24 lifeboat stations in his care, seven in Northern Ireland and 17 in the Republic. The present divisional inspector is Lt Jeff Mankertz who has been doing the job for the past two years and does not consider there is any fundamental difference between what is required of him in Ireland and of his colleagues in England, Scotland or Wales. He adds:

"The crews accept me as an individual and judge me on my abilities as an inspector, not on any other criteria."

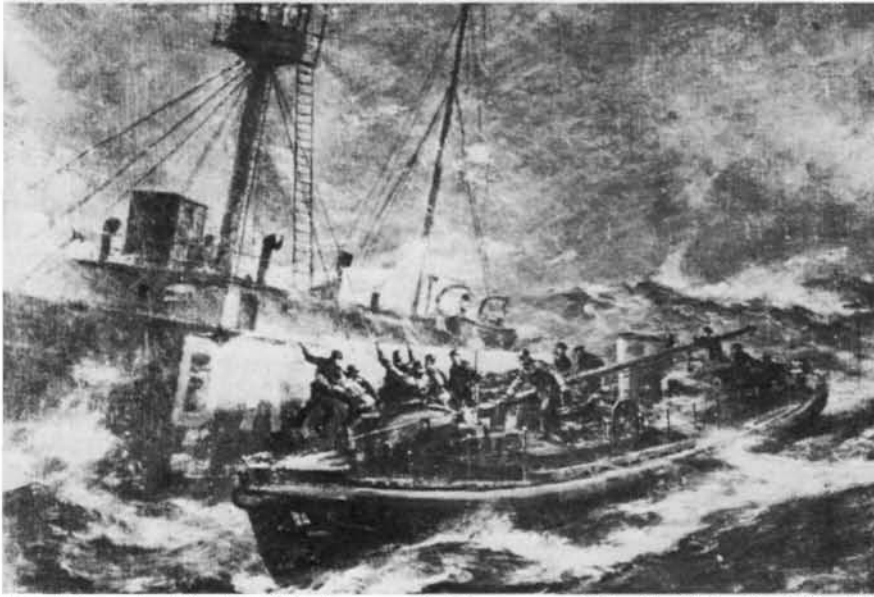
He finds that throughout Ireland the RNLI is looked on as a universal force for good, it is *"the lifeboat service"* for our shared coastal waters.

But surely there *must* be differences, some may ask, what about the troubles in the North? It seems that where lifeboat stations are concerned religious and political disagreements play no significant part. The troubles certainly provide no obstacle to the effective operation of Northern Ireland's lifeboats which enjoy the close co-operation of their Scottish neighbours (particularly Islay, Campbeltown, Portpatrick and Girvan) together with the Isle of Man lifeboat stations and, of course, HM Coastguard's Maritime Rescue Co-ordination Centre on the Clyde which has a sub-centre in Belfast.

Lifeboat stations in the Republic of Ireland have their own maritime co-ordinating centre at Shannon and the east coast stations, particularly, benefit from the services of the British coastguard centres and sub-centres.

However, the lack of a coastguard service of its own does represent perhaps the only real difference between the way lifeboat stations operate in the Republic and their counterparts elsewhere. Whereas in the United Kingdom most first signs of trouble are picked up by or at least reported to the coastguard, very often in southern Ireland the alarm call is made directly to the lifeboat station's honorary secretary. Without recourse to an auxiliary coastguard or mobile rescue unit, often his only method of checking whether the call is genuine or not is to launch the lifeboat to investigate. This inevitably leads to a higher proportion of false alarms and many honorary secretaries have set up their own system of local informers and lookouts to overcome the problem. Some lifeboat stations in the south and west of Ireland are extremely isolated, for instance Valentia, Arranmore and Galway Bay, and the more remote the station the more it is likely to be the only means of coastal search and rescue for miles around.

Although automation is reducing the number of manned lighthouses run by



One of the most outstanding lifeboat rescues of all time was carried out by Ballycotton lifeboat in 1936. The Daunt Rock lightship was torn from her moorings in a February gale. Coxswain Patrick Sliney and the crew of Ballycotton's 51ft Barnett class lifeboat, *Mary Stanford*, were at sea for the next two days and nights, first standing by the lightship in mountainous seas, rain and sleet, and eventually taking off her crew close to Daunt Rock itself. In doing so the lifeboat had to run in six times alongside the vessel, each time risking being struck by the lightship as she plunged and rolled. On the final run the remaining two men to come off failed to jump and had to be dragged on board the lifeboat. Coxswain Sliney was awarded the RNLI's gold medal and silver and bronze medals went to his crew at the end of a service which had lasted some 63 hours.



Wicklow lifeboat station has a 42ft Watson class lifeboat and has launched on service eight times in 1986. The honorary secretary, Michael Jones (far r), a local chartered accountant and experienced yachtsman, will often receive calls for the lifeboat direct from the public or police, in the absence of a local coastguard station. Photographed with him are (l to r) Tommy Dover, launcher, Ciaran Doyle, assistant mechanic, James Potts, mechanic, Ruben Dover, coxswain and Dr P. T. Liston, honorary medical adviser.

Irish Lights, the lighthouse keepers and RNLi stations in Ireland have always worked closely together in search and rescue with much radioed and visual information passed from one to the other. The Irish government also has plans to increase helicopter cover and to improve coastal radio links. The Coast Lifesaving Service which operates in certain areas for cliff and coast rescue is also continuing to be supported by the Irish government.

The Republic of Ireland is a sparsely populated country. There are only 80 people to the square kilometre compared with 275 in Northern Ireland and 915 in England. Looking at it another way, the Republic has roughly only 2,000 people to every mile of coastline compared with the 18,000 per mile in the rest of the United Kingdom. This shows why it is only reasonable that the RNLi should make up the shortfall between funds raised in the Republic and the sum actually needed to equip and run her lifeboats. They are there, after all, to the benefit of all users of British and Irish coastal waters.

The Republic's fund raisers have a useful and palpable target to aim at in attempting to reduce that shortfall. The efforts of the national fund raising organiser, Jimmy Kavanagh, his team in Dublin and above all the financial branches and guilds throughout the country are working hard to achieve it. The Irish government also makes an annual generous gift to the Institution which in 1986 amounted to £50,000. The Dublin appeal, recently launched to help pay for Howth's new Arun class lifeboat, *City of Dublin*, has raised over £100,000 and new branches are being formed even in the remotest parts of western Ireland.

Fund raising in Northern Ireland benefits not only from the traditional generosity of Ulster people but, as RNLi regional organiser, Beth Duffin, believes, from the fact that people there know better the meaning of trouble and are therefore all the more willing to contribute to a cause set up to alleviate distress. The recently very successful City of Belfast appeal which raised over £200,000 towards the cost of Donaghadee's new Arun class bears witness to her theory. News reports about Northern Ireland tend to give outsiders an exaggerated view of the problems faced by the province's inhabitants and in reality fund raisers both north and south of the border face very similar challenges to those throughout the RNLi family.

And as with any family, blood—which in this case is represented by the common will to save human life—is far thicker than the waters of the Irish Sea. Just as Bob Geldof, (an Irishman knighted by the Queen), made the relief of famine a worldwide concern, so the RNLi successfully focuses the attention of these two islands towards a specific and worthwhile cause, that of saving life at sea.



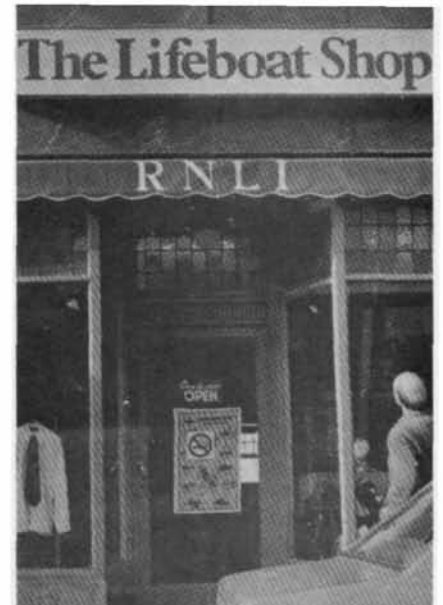
Then and now: The lifeboat house at Dun Laoghaire in the days of oar (above) and of outboard motors (right). In 1938 the boathouse ceased to be used by the RNLi and today's 44ft Waveney class lifeboat lies afloat in the harbour. However, with the advent of a 16ft D class to the station, the original boathouse was restored and adapted to house the inflatable which saw its first year of service in 1986.



Above right: The Lifeboat Shop earns over £30,000 a year for Dublin branch. Its main trade is in second hand clothes which are donated by the bundle. They are sorted, put on display and sold by a dedicated band of volunteer ladies who run a rota to ensure that the shop is staffed and open for custom all day, six days a week. In the Republic of Ireland there are some 120 fund raising branches, which between them account for over £400,000 a year. In Northern Ireland 54 branches bring in around £150,000 annually.

Above: The new 17ft 6in C class inflatable lifeboat at Red Bay, Co Antrim, is launched from her carriage. In the summer the station is kept busy with many holidaymakers attracted to this impressive part of the coast. The Mull of Kintyre on the Scottish mainland is less than twenty miles away to the north east.

Right: The RNLi's only two female crew members on lifeboats over ten metres are both to be found in Ireland. Ruth Lennon, pictured here goes out with the Donaghadee lifeboat, (she is the daughter of Coxswain William Lennon), and at Dunmore East in Co Waterford, Frances Crummey is a regular crew member.



photograph by courtesy of Daily Mail

WAITING FOR RESCUE

(PART II)



By J. D. Sleightholme

In the second part of his examination of possible yachting predicaments, reproduced here by kind permission of *Yachting Monthly*, Des Sleightholme asks Coxswains Dave Kennett of Yarmouth, IoW, Griff Jones of Porthdirllaen and Ian Johnson of Troon how best his imaginary yacht crews should prepare for rescue.

Luke

It was about threequarters ebb when they hit the sandbank and Luke's mind went blank with shock. He stood gripping the tiller while the yacht pounded and water deluged over her stern; then she slewed beam-on and heeled hard over pounding and shuddering to the wave blows while he still stood there with his brain numbed. Penny flung herself forward and let go the anchor, running out scope then making it fast. White-faced, she stumbled aft.

'Luke for God's sake do something!' she screamed. She fetched the lifejackets and bundled the two children into them, put one on and handed one to Luke. This simple act jerked him back to reality.

'Mind out Penny,' he said forcing past her to get below. With relief, he saw that the bilge was still dry although the boat was slamming with a force that jarred his bones. Already the saloon was chaotic with a junk of books, galley pans and cushions. He forced himself to stare at the chart. They were on the Gunfleet bank and five miles from the Essex coast. In two hours it would be dark and already the visibility was deteriorating with the murk of worsening weather. He reached for the distress rockets, cursing himself for not having a VHF radio.

Since the boat has stood up to the punishment so far and since the further fall of the tide to come means that she will strike less heavily for a few hours, the boat may not break up quickly and might even survive. She can't sink, as might have been the case if stranded on a reef with deep water nearby. The danger lies in the risk of being washed overboard later, when the tide rises. They *must* stay with the yacht. They don't have a liferaft but they have an inflatable dinghy which can be streamed astern as a last resort or as a pick-up position in case of helicopter rescue (see later comments).

They won't know whether their distress signals have been seen and, lacking the reassurance of VHF, the waiting will be harrowing. Luke must keep his family together, roped perhaps, and as warm and dry as conditions allow. He must not fire off all his signals at once, but in pairs and at regular intervals; in this way, an observer who half-sees one rocket will stare more intently and probably see the second. He must keep some hand flares for later, to guide his rescuers.

If a lifeboat comes out and cannot get close, a rocket line may be used for passing a towrope. It may be too thick to fit Luke's bow fairleads and having made it fast properly, he may need to bowse it down to the stem iron with a lashing so that the yacht's bows can be pulled round to face the seas. Or the lifeboat might anchor upwind and veer down, her massive hull taking the punishment from striking the sand without undue harm.

The yacht may not be towable at this state of tide and survivors may have to be taken

off. Or, being close to the coast, a shore-based inflatable lifeboat may be sent out which, being able to operate in very shallow water, could be the quickest service of all.

Salvaging the yacht is a secondary problem. Could she be motored off later by a lifeboatman? Can her cable be slipped? Anchoring the yacht will mean that she will lie head to wind and sea in due course, after bumping to leeward for a bit; the mainsail could be left aloft to make the boat easier to see, but it must be stowed if a helicopter arrives. All the yacht's lights should be left on during the wait for rescue.

Griff Jones comments:

Inflating their dinghy and streaming it astern would be important, because they have no idea how long rescue may take; later it might be used on a whip (an endless line) from the lifeboat to transfer the casualties to the lifeboat and lifeboatmen to the yacht. Leaving sails set has disadvantages. If a rocket line is used, the sail may deflect it from dropping across the yacht. Also if a rocket line is fired, fuel drums and gas bottles on the yacht are a fire hazard and should be stowed below or out of harm's way. However, fire can be used as a signal if all flares are used up and the need is urgent, but using a steel and not a plastic bucket, plus oil-soaked rags. ('Fire-in-the-vessel' is an old-established and recognised signal.)

Another means of creating a very bright flash is to use jump leads from the battery but, needless to say, not if there is spilt petrol around the cockpit.

Ian Johnson:

If the boat is not actually breaking up, Luke should keep his family below, wearing properly adjusted lifejackets pending rescue, to protect them from hypothermia. Ian would probably have used the lifeboat's inflatable to send a lifeboatman over with the end of a towrope, which might have to be secured by means of a bridle, taken back round the sheet winches if the foredeck cleat wasn't strong enough—or round the foot of the mast if practicable. Even if the yacht was pulled off on the rising tide, her occupants would be transferred to the lifeboat.

There is a danger of using an inflatable streamed astern of the yacht for helicopter pick-up, a warning seconded by the Royal Air Force, in that a dinghy blows all over the place and can even be capsized by the down-draught of the rotors. It is better for survivors wearing lifejackets to abandon ship by jumping overboard, clear of the yacht singly upon instructions.

This story highlights the need for a good supply of in-date distress signals; better still, and additionally, a VHF radio. What price do you put on your family's life? (Further to helicopter pick-up, our RAF contact stresses the danger from a yacht's mast and rigging and notes that being able to let go and clear away the backstay may be possible in some cases. The RNAS Culdrose contact refers to streaming two survivors at a time in a liferaft. A raft, with its stabilisers is plainly less likely to be blown about).

Dave Kennett:

In general, it is a good idea to anchor the yacht in such circumstances, but much depends on location; some banks are flat for miles while others, being short and steep-to, might allow a yacht to be bumped over into deeper water beyond. Think and check the chart.

The most worrying aspect is not knowing whether distress signals have been seen but, if there is a Coastguard station within sight, white flares would be fired to confirm that a distress signal has been observed. The chart will show whether there is a CG station nearby and a watch should be kept in that direction, and towards passing shipping which might also signal acknowledgement. Try to keep warm—this is essential to survival.

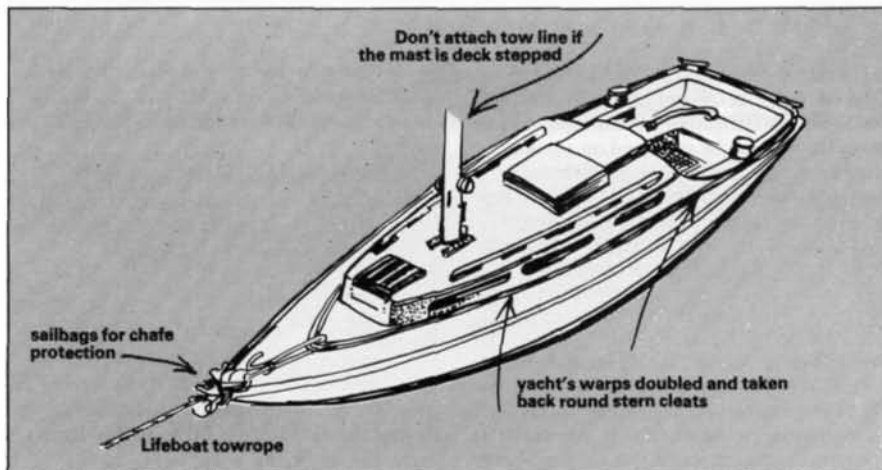
Leaving the mainsail set may also steady the vessel, but conserve electric power until there is a likelihood of lights being seen and remember that you may need power to start the engine later. In poor visibility Luke's signals may not be seen at all and if he can, at low water, he could find it well worth re-laying his anchor properly to windward. Most lifeboats are sufficiently sturdy to take the ground and the coxswain may approach near enough to pass a line as soon as there is enough water. Be ready to receive a rocket line also.

John

When the mast went overboard, it did so seemingly without fuss, falling half across the starboard bow, half in the water. John felt the boat jerk upright and slew beam-on, commencing a series of gut-jerking rolls. The other two came up from below yelling enquiries, gazing blankly at the indescribable tangle of rope, wire, sail and spar. It was dark, the wind a westerly Force 5-6 and Anglesey lay some 20 miles to leeward.

'We've got to get that mess aboard or we daren't start the engine,' John said. 'Pete, there's a shifting spanner but no cutters; we'll have to disconnect the shrouds.' There was no panic.

Nearly two hours later, Harry lost the only spanner. Pliers were useless on bent and twisted bottlescrew threads. They tried a hacksaw and broke their only blade. They tried parbuckling the mast out of the water but it was too heavy. The water in it would only drain slowly from its immersed upper half. They hauled and struggled to get the



If the foredeck cleat appears to be too small to take the strain of towing, a bridle of warps can be rigged as shown, passing right aft around stern cleats or even sheet winches and the lifeboat's towrope can be bent on with a bowline — or the bridge can be used to share the strain with the foredeck cleat. Note chafing protection at stem fairlead

sails and wires aboard but the violent motion had exhausted them. The water around the stern seemed clear though and John decided to risk the engine. Perhaps they could motor north a few miles, enough to drift into Liverpool Bay and find a lee under the north shore of Anglesey. For a while, his hopes rose as the boat began to move very slowly ahead; then a stray halyard streamed aft unseen and the engine stopped with a judder. By then they had drifted considerably closer to the coast and the Skerries light lay to leeward.

'OK,' John said, 'let's not fool ourselves, we need help.' He went below to the radio.

Although tidal streams might carry them clear of Anglesey, they may have already drifted three or four miles closer and although the yacht's hull is undamaged they are in danger. It should be a straightforward towing job once the mast is cut clear, but John must think where best to make fast a towrope. If his cleat looks too small he might rig a bridle back round the sheet winches in readiness, or he might use his anchor cable, marline-spike hitching it round a strong bar (winch handle?) below decks; the deck is unlikely to tear out. His anchor cable is more likely to part than the lifeboat's towrope.

He should have red flares handy as a position indicator and white ones also in case there is a threat from passing ships, although shipping will have been warned of his predicament and location. There is the possibility that a ship may close them and lie to windward to give a lee. They should continue to haul in any lines streaming overboard.

RNAS Culdrose comments:

John should have used his VHF radio to inform of his problem right from the start. Delayed calls for assistance can make rescue services much more difficult.

Griff Jones:

If they were lucky enough to have a large vessel standing by to windward, this would also make a good radar target for the lifeboat. Passing a towrope to a yacht is not difficult, provided those aboard know what to do with it, where to make it fast. Most pleasure craft have far smaller warps than a lifeboat would use though and if yachtsmen are in doubt, or injured or seasick, they should tell the coxswain.

The value of carrying bolt or wire cutters is stressed. The mast could be cut clear and used as a sea anchor. This would avoid damaging the hull by having it alongside. Later, under tow, the wreckage can be transferred to the stern where it would act as a drogue to steady the tow. The loss of the mast may have meant the loss of the VHF aerial; has John a plentiful supply of flares? (An oversight in my story! Perhaps John had an auxiliary emergency aerial. It raises a question though of whether owners who have VHF radio may sometimes tend to skip on distress flares and rockets—J.D.S.)

Dave Kennett:

Dismasting is fairly common but few are prepared for it and the value of having bolt cutters aboard can't be over-stressed. There is also the possibility that, if the boat is a long way from help, a jury rig may have to be considered and, in this event, as much of the rig as possible should be saved. On the Yarmouth lifeboat, we carry cutters which can be handed over for the yacht's crew to tidy up because towing with mast alongside can do great damage to a hull. When we arrive we like to see sails down and stowed so that decks are uncluttered.

I wish boatbuilders would provide bigger and more strongly reinforced foredeck cleats.

The tow should be attached first to the cleat and then back to the foot of the mast as a back-up. We like to know that the first-time connection is safe because conditions could worsen later. On some older vessels the tow has to be taken round the wheelhouse or stern samson posts because the forward post wasn't strong enough.

Chafe is a great problem, especially on a tow of long duration; towels, sailbags and even a headsail can be wrapped around the towrope—what's a damaged sail if life is at stake?

In very rough conditions, it is easier to transfer casualties from yacht to lifeboat by having them jump into the water. Wearing lifejackets, they must wait for a lifeboatman to throw a line, secure it to themselves and jump when ordered (singly, of course). But this is a last resort if the boat was sinking perhaps. The coxswain will take full charge and his instructions should be awaited.

Use of sea anchors

Regarding the chances of a distressed yacht drifting away from her original position while awaiting a rescue, Dave recommends the use of a drogue or sea anchor, a point also made

by Culdrose. It will also help to hold the boat steady.

1 Lacking a proper sea anchor, strong buckets, half-filled water containers or bunk cushions roped together (which soon become waterlogged) can be streamed on a scope that allows the drogue to lie in the trough between two waves. An oil bag attached to it might help to quieten the sea to windward.

2 A rudderless yacht is also quieter to tow if some sort of drogue is transferred to her stern, but the coxswain must be told if anything of the sort is in the water, or it should be hauled up on the lifeboat's arrival. Some lifeboats carry drogues which can be passed over to the casualty.

3 Sea anchors consisting of a galvanised steel ring and a tapered canvas cone are usually too small and too light to be effective. The ring must therefore be heavy and the diameter equal to one tenth of the yacht's waterline length minimum. A tripping line is attached to the narrow end of the cone and brought back on board, but the sea anchor should also be attached by a swivel or it will spin and foul its tripping line making it impossible to recover by hand in severe conditions.

4 Traditionally, an oilbag is of canvas, loosely packed with oakum, rags or cotton waste and capable of holding about half a gallon of oil—the warmer the water the thicker it can be. Bags attached to lines can be streamed windward of a drifting vessel.

Conclusions

Rescue can come quickly or it could take hours. A yacht's crew must resist falling into despair and the great value of VHF radio lies in the contact with rescuers and the effect on morale—plus, of course, the fact that distress signals are quite often not seen at all. Keeping warm and dry, or at least as warm as possible, can mean the difference between a straightforward rescue and one complicated by having to deal with a shivering, helpless group of bewildered people.

Even if it is not possible for the crew to rig some sort of sea anchor (if the boat is drifting), they can still stow loose gear on deck, haul in stray lines and prepare to take a towrope. All should wear lifejackets properly tied and when rescue arrives they must be alert for instructions and ready to obey them instantly. The yacht's crew may be able to attach the tow or a lifeboatman or men may be put aboard; this the coxswain will decide.

Owners must forget all the old injunctions concerning salvage if the towing vessel's line is accepted. A lifeboat coxswain is concerned with saving life and nothing must obstruct his work. A lifeboat's towrope is in any case far stronger than anything likely to be carried in a yacht.

Above all, stay with the boat for as long as this is possible, even if she is breaking up, because the boat can be seen. If you have a liferaft a final recourse is to get aboard it and remain moored to the wreck; but be careful—boarding it would be difficult and perhaps dangerous.

The possibility of dismasting is quite



photograph by courtesy of Focus Press

strong. Carry an emergency VHF aerial and enough tools, including cutters, to deal with the tangle. The rapid motion of a mastless yacht makes any job difficult and exhausting.

Wing Commander Ian Robbins MBE from Headquarters Strike Command at RAF High Wycombe makes some additional points about the use of helicopters in search and rescue:

1 Distress beacons (EPIRBs)

Yachtsmen might well consider carrying distress beacons (EPIRB—Emergency Position Indicating Radio Beacon) to notify the rescue agencies when they need assistance. Beacons operating on 121.5MHz can be picked up by orbiting satellites called COSPAS or SARSAT. Soon to be introduced are beacons operating on 406MHz which can be coded to give details of the operator, ie, type of ship, souls on board and so on. Most SAR helicopters and fixed wing aircraft involved in SAR can home on to 121.5MHz beacons.

2 Rocket lines

The RNLI lifeboat coxswains mention the use of rocket lines. These should not be used in the vicinity of helicopters; lines entangled with rotors can be disastrous.

3 VHF radio

Some SAR helicopters can home in on VHF/FM

transmissions. Early information passed to the helicopter crew on the state of the survivors' injuries can be helpful. I agree with RNAS Culdrose that the earliest notification of distress will give the best chance of successful rescue.

4 Helicopter rescue

It is helpful for the helicopter crew if the yacht crew clear as large an area of deck as possible on to which to lower the winchman. Sailors of small craft should be prepared to jump into the sea—one at a time—to effect rescue into a helicopter; warm clothing is therefore advisable. RAF helicopter crews always carry out 'double lifts' where the winchman is lowered to rescue survivors. The downwash from a hovering helicopter can be quite strong so yacht crews should be prepared for some buffeting.

Finally my thanks again to all who have co-operated in writing this article and for their readiness to help us when, having done all we can to help ourselves, we reach for VHF mike or rockets.

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



Arranmore, August 30, 1986: This station, off the north west coast of Ireland, can accurately be described as one of the outposts of the RNLi. The picturesque island is now linked to the mainland by a regular ferry service and so it was decided that unlike previous occasions, the island itself should be the setting for the official naming ceremony of its new 47ft Tyne class lifeboat. Thus on the day of the ceremony the ferry to the island was kept busy with a flow of RNLi supporters, guests and dignitaries from all over Ireland arriving in glorious sunshine. Mr Philip Boyle, the deputy launching authority acting as chairman for the ceremony, welcomed the guests including RNLi committee of management members and local government representatives. In particular, he welcomed crew members and officials from eight other lifeboat stations.

Mr Wilson Ervin, a member of the RNLi committee of management, had travelled from Belfast to hand the lifeboat to the care of Arranmore station. The honorary secretary, Mr Tony Gallagher, in accepting the lifeboat, assured Mr Ervin and the committee of management of the delight and gratitude of the Arranmore station crew with their new vessel. Rear Admiral W. J. Graham, director of the Institution, then spoke of the future of the RNLi and with regard to Arranmore said that:

'The station history of Arranmore is a long and proud one and I am confident that the present crew will continue the splendid work of their forefathers.'

The new lifeboat was blessed and dedicated to saving life at sea by the Venerable Archdeacon Scott Harte and Reverend Father Joseph Bradley. Mrs Marion Quinn then proposed the vote of thanks to all those taking part in the formalities and to the RNLi for their support of the island community. Mrs Penelope Kavanagh, chairman of RNLi Dublin then came forward to name the new lifeboat. Mrs Kavanagh told those present that a large proportion of the cost of the lifeboat had been provided from a legacy of Mrs Rose Mary Luckin, who was born in Ireland and who married an Englishman whose name the lifeboat would bear. Mrs Kavanagh then uttered the time honoured words:

'I name this lifeboat William Luckin. May God bless her and all who sail in her.'

The platform party were then invited on board *William Luckin* by Coxswain Francis Bonner who took them on a short demonstration run. Returning to the quay the guests joined the large crowd for refreshments on the waterfront.—J.O'C.



Arklow, August 2, 1986: *Connel Elizabeth Cargill*, a 44ft Waveney class lifeboat with a top speed of 15 knots almost twice as fast as any previous Arklow lifeboat and previously stationed at Troon in Scotland, was blessed and re-dedicated to saving life at sea.

Mr John Tyrrell, chairman of Arklow lifeboat branch opened the official proceedings and Mr Ronnie Delany, a member of the RNLi's committee of management who was born in Arklow and who was clearly delighted to be present, officially handed over *Connel Elizabeth Cargill* on behalf of the committee to the care of Arklow branch. Mr James Tyrrell, Arklow honorary secretary accepted the lifeboat for the station. He then called on Mr Delany to present certificates of service to Coxswain Michael O'Brien and other crew members who had retired with the introduction of the new lifeboat.

Mr J. H. Wilson, station honorary treasurer, proposed the vote of thanks to all those officiating at the ceremony. After the re-dedication and blessing the platform party were invited on board the lifeboat by the new coxswain, Sammy Dixon. He took them on a short run to demonstrate the speed and manoeuvrability of *Connel Elizabeth Cargill*. The photograph, by courtesy of Robert Mullan, shows (l to r) Mr John Tyrrell, Mr Ronnie Delany and Mr James Tyrrell aboard the station's new lifeboat.

The Mumbles, August 29, 1986: A bi-ling ceremony was the order of the day when *The Mumbles'* new 16ft D class inflatable lifeboat was dedicated with prayers in Welsh and English. After Dr Hudson, chairman of the station committee, had opened the proceedings, Mrs M. C. Hearmon, donor of the lifeboat, handed her gift over to Glyn Williams, a member of the RNLi's fund raising committee. The honorary secretary, Captain K. Carstens, accepted the lifeboat on behalf of the station and after the service of dedication Mrs Hearmon was invited to inspect the lifeboat and meet the crew.

Filey, August 21, 1986: An eleventh hour downpour caused changes to the dedication ceremony of Filey's new 16ft D class inflatable lifeboat with guests cramming into the boathouse to keep dry. Ron Wilson, chairman of the station welcomed everyone, in particular Neil Cash, president of the Filey Lions Club who provided the lifeboat, and Captain G. A. B. King, representing the Committee of Management who passed the lifeboat into the care of Filey station. The dedication service which followed was conducted by The Reverend Wilf Curtis, vicar of Filey. Mrs Pauline Cash then named the lifeboat *Filey Lion* before receiving a bouquet from Vanessa Marshall, daughter of a crew member.



Teessmouth, September 14, 1986: Tees Dock quay space is normally full of steel ready for export. This particular Sunday, however, saw a small oasis of colour appear as the site was made ready for the naming ceremony of Teessmouth's 47ft Tyne class lifeboat *Phil Mead*. Thankfully the weather was kind, and rain clouds skirted the area. Some 500 people made their way through Teesport industrial heartland to be greeted by Mr R. J. Hulse, chairman of Teessmouth station, and to see Coxswain Peter Race's two delightful daughters, Emma and Kate, make a bouquet presentation. Lt Cdr A. J. Mead represented a Nautical Trust and the supporters of the local appeal when presenting the lifeboat to Mr Gilbert Gray, QC, a member of the committee of management. Mr Gray gave a most graphic description of the sea hazards in the area, and

concluded by handing the lifeboat into the care of Teessmouth station.

Following the acceptance by Mr J. L. Drewitt, honorary secretary of the station, the Reverend Peter Ellis conducted a service of dedication. Mrs Rosemary Watters, honorary secretary of Middlesbrough (Teessmouth) guild, gave a vote of thanks to everyone who had assisted in the organisation of the day and Mrs Muriel Mead then named the lifeboat *Phil Mead* in memory of her late husband. The assembled company were next to witness the impressive sight of RNLB *Phil Mead* putting to sea. Cheering and ship's sirens rang out as Hartlepool's Waveney lifeboat *The Scout* and Redcar's Atlantic 21, *Guide Friendship III* escorted her down the river.

photographs by courtesy of Jeff Morris



Lymington, September 5, 1986: Between her delivery to the station in June and her dedication (left) in September, Lymington's new Atlantic 21 lifeboat *Frank and Mary Atkinson* had been out on service no fewer than 14 times. The boat had been provided by Frank and Mary Atkinson and prior to the formal proceedings Mr Atkinson handed a cheque over to Rear Admiral W. J. Graham for £32,000, enough to provide another lifeboat. The service of dedication was conducted by the vicars of Lymington and Pennington, the Reverend Captain Michael Joint, CA and the Reverend John Pibworth, OBE RNR. Mrs Atkinson named the lifeboat and received a bouquet from Nicola Coster, daughter of the senior helmsman. After the ceremony the lifeboat launched for a demonstration run and a collection taken during the morning made £160.



Dun Laoghaire, September 20, 1986: It was not only a D class inflatable lifeboat that was being handed over to Dun Laoghaire lifeboat station, but a boathouse as well. Sean Barrett, TD (left), Minister of State to the Taoiseach, on behalf of the Commissioners of Public Works, handed back into the care of the station the original lifeboathouse, used by the RNLI until 1938, which had been refurbished and equipped to house the inflatable lifeboat. Clayton Love Jnr, a vice-president of the RNLI and a member of the executive committee, handed the lifeboat into the care of Captain Wesley McDonogh, honorary secretary, who accepted her on behalf of the station.

In his speech Captain McDonogh thanked everyone who had supported the Dun Laoghaire lifeboat appeal which had raised £24,957.95 by the time of the ceremony. A service of dedication was conducted by Reverend Father Christopher Mangan, Reverend Thomas Kingston, Reverend Robin Armstrong and Reverend David Caskie before Mrs Vera Connolly, secretary of the ladies' guild, proposed a vote of thanks.



Tenby, September 29, 1986: Summer was officially over, yet on this day Tenby was bustling with visitors, and overcast skies cleared miraculously by afternoon allowing the sun to shine warmly on a town celebrating a very special event. It was thirty years since Princess Marina, President of the RNLI, had visited Tenby to name the new lifeboat *Henry Comber Brown*. Today her daughter Princess Alexandra, elegantly dressed in a suit which perfectly matched the blue of the sky, was here to christen *RFA Sir Galahad*—a 47ft Tyne class lifeboat, the RNLI's latest design and twice as fast as her predecessor. Largely funded through a successful appeal by the Royal Fleet Auxiliary to help provide a lifeboat in memory of officers and men who were casualties in the 1982 Falklands conflict, it was fitting that representatives of the RFA and the Falklands were among the guests at the lifeboat's naming. It was fitting yet poignant too, that the stirring music was played by the Band of the Welsh Guards, since it was while disembarking Welsh Guards in Bluff Cove that *RFA Sir Galahad* came under severe attack. A small battalion of Gurkhas flanked the

Royal dais having provided and erected the platform and all the seating for the event. Brownies, guides, scouts, sea cadets and members of the ATC and Girls Nautical Training Corps, lined the route down to the pier. In the small harbour, flag bedecked yachts and fishing boats circled the old and new lifeboats and high above onlookers crowded the cliff top and paths.

Lisa Thomas, the coxswain's elder daughter, presented a bouquet of flowers to Princess Alexandra and Zöe Crockford, eldest daughter of the lifeboat's mechanic, presented her with a souvenir programme. Mr A. Thomas, chairman of Tenby lifeboat station opened the proceedings and welcomed guests. Captain C. Butterworth, CBE, RFA (ret'd), president of the RFA Lifeboat Appeal and representing all donors, delivered the lifeboat over to Mr Raymond Cory, a deputy chairman of the RNLI who accepted the lifeboat on behalf of the RNLI and handed her into the care of Tenby lifeboat station. Mr E. Bancroft, station honorary secretary, then accepted the lifeboat. After a moving service of dedication led by The Right Reverend G. Noakes,



Bishop of St Davids, Dr Evan Williams, president of Tenby lifeboat station, invited Princess Alexandra to name the lifeboat. In her speech she said:

'Your new lifeboat will open a fresh chapter in the station's history—her crew will carry on the proud traditions. She is named in memory of men who lost their lives serving others in the Royal Fleet Auxiliary. It seems a most fitting tribute as this boat will also serve—in saving lives. Those who worked so hard in raising the money to provide the lifeboat must be proud to see her today and to think ahead to the work she will do in future years.'

As the champagne broke across the lifeboat's bow, a helicopter from RAF Brawdy flew over streaming the RNLI flag. The Princess then went on board the lifeboat to meet Coxswain Alan Thomas and his crew and took a short trip on *RFA Sir Galahad* before adjourning to have tea and meet the families of the crew as well as branch and guild members and many other guests.

photographs by courtesy of Jeff Morris



Burton-on-Trent, September 27, 1986: specially brewed commemorative beer was the unusual souvenir item on sale when Hartlepool's new Atlantic 21 lifeboat, *Burton Brewer*, was handed over to the station in Burton-on-Trent. The Midlands town, famous for its brewery, had raised the money to provide the lifeboat. At the start of the proceedings cadets from ss *Modwena* paraded the lifeboat through the town (above) before she was placed on display in front of the Bass Museum. At 3.00 pm Gordon Stokes, chairman of Burton-on-Trent branch handed the lifeboat over to the RNLI, represented on this occasion by Anthony Oliver, head of fund raising who in turn passed it into the care of Captain Alex Kirk, honorary secretary of Hartlepool lifeboat station. The following day a service of dedication was held in St Modwen's parish church, conducted by the Reverend David Morris, Vicar of St Modwen's and Rural Dean. The two lessons were read by Mr J. J. Bailey, a former president of Burton-on-Trent branch and Councillor Mrs J. Barton, Mayor of the town.



Barrow, September 27, 1986: from model lifeboats to the real thing! The model lifeboat rallies organised by Des Newton since 1979 helped provide the funds to pay for Barrow's new 16ft D class inflatable lifeboat, *Modeller 1*. The handing over ceremony was opened by Mr W. Eccles, OBE, president of Barrow branch, who welcomed the Mayor of Barrow, Councillor Mrs Bernice Mounsey and her Mayoress, Mrs Irene Lucas. Mr Newton then handed the lifeboat, and also a commemorative book containing the names of all the donors, over to the RNLI represented by Mr Anthony Hannay, a member of the committee of management. Mr Terry Downing, station honorary secretary, received the lifeboat on behalf of the station, saying that she had already saved 17 lives since being placed on station in April. The dedication service was conducted by the station chaplain, the Reverend J. L. J. Tait, with the lesson read by Alec Moore, assistant mechanic. Following the service Mrs Dorothy Newton unveiled a commemorative plaque in the boathouse.

photograph by courtesy of Barrow Evening News and Mail

Rye Harbour, September 27, 1986: this was the day chosen for the handing over and dedication of Rye Harbour's new 17ft 6in C class inflatable lifeboat. The boat was provided by the Lewes lifeboat appeal and was handed over to the RNLI by Mr D. Walker, chairman of Lewes and District branch. Dr Geoffrey Hale, a committee of management member and a local Rye resident, accepted the lifeboat on behalf of the Institution before handing her into the care of Mr R. J. Tollett, station honorary secretary. The Reverend E. Wilkinson, Vicar of Westfield, conducted the service of dedication before Mr A. C. Miller, acting chairman of the Rye Harbour station branch, invited Lady Monk Bretton to unveil the donor's plaque.

Letters...

A voluntary service

In NEWS POINT on page 41 of your autumn 1986 issue, you state that a majority of those questioned in a recent public opinion survey, believe that the Government should fund the lifeboat service, if not entirely, at least in part. And you go on to add that this is not the opinion of the RNLI.

At the risk of appearing sanctimonious, I would suggest that whereas, at one time, the majority of people in the country looked upon the Almighty as the universal provider, with the decline in faith and the advent of the welfare state many folk now regard the state as the universal provider, from the cradle to the grave. But majorities are not always right, and for my part, I trust that the Institution will continue to be entirely voluntarily funded and operated for a long time to come.—A. T. WINDER, *Albury, Guildford, Surrey.*

In your editorial article, *Voluntary—Because it Works?*, you report that a 'surprising result' of a recent public opinion survey carried out by the RNLI has been that the majority of those questioned believe that the government should fund the lifeboat service if not entirely, at least in part. The public attitude is to me *not* all that surprising.

Please do not assume that when the public express their confidence in the RNLI by donating to your cause they are somehow attempting to do you down when they also suggest that you accept partial government funding. We may be saying, in effect, that the RNLI does an excellent job, but also that it could do an even better one by careful acceptance of a little finance from a so far untapped source.—TONY CANTLEY, *Kennington, London.*

These are brief extracts from Mr Cantley's letter which was unfortunately too lengthy to reproduce in full.

Still in the family

Mrs E. M. Kershaw mentioned in the autumn edition of THE LIFEBOAT that the Duke of Northumberland awarded a medal to her ancestor James Beeching in 1851. The Duke's father presented a Coat of Arms to William Henry Greathead, my great grandfather, plus a large diamond ring from the then Czar of Russia, and I have an original photograph of the lifeboat he designed. Henry Greathead, who incidentally could not read or write but was expert in drawing, built the *Original* in 1790, the first lifeboat specially designed for life-saving. Small boat designing and building has been in my family for generations and reaches down to my sons. I am also an active 73-year-old member of Fetherstone Model Power Boat Club.—W. GREATHEAD, ESQ., *Purston, Pontefract, West Yorkshire.*



Taste of the past

I am writing to tell about some events here in Sweden this summer. Let me start back in 1855 when the first lifeboat station was established in Sweden near Sandhammaren, on the south east corner of Sweden, opposite the island of Bornholm. The station was equipped with rocket apparatus and a lifeboat. The boat was built in Copenhagen along similar lines to lifeboats already in service on the Danish west coast. The boat was clinker-built of oak, 27ft by 8ft and fitted with copper aircases, four relieving tubes in the bottom and four scuppers. She pulled eight oars and was steered with both sweep and rudder. A heavy cork fender was also fitted. The boat still exists and belongs to the Simrishamns Museum. She is still kept in her old boathouse. She has a very interesting history, and I believe she also holds a world record: namely that she was in service at the same station for 90 years, from the opening of the station in 1855 to the closing in 1945.

In 1874 the British vessel the Brothers was lost off Sandhammaren, but the crew was rescued in a spectacular

service in storm force winds. Coxswain and crew of the lifeboat received gold medals from the British government for this rescue. When the station closed in 1945 a total of 592 lives had been rescued. The lifeboat is still in a seaworthy condition, and last July, the lifeboat and the rocket apparatus once more went into action, this time in front of a large public with myself as coxswain. The weather was fine with a gentle breeze and a smooth sea. Not so on our first practice launch. (See photo.) The day before an onshore near gale had been blowing and there was still some sea running with breakers on the shore. With an untrained crew it was impossible to negotiate the breakers, and many crew members got cold water down their necks when several seas crashed into the boat. Finally we decided to return.

My respect for the lifeboatmen of the past, high as it was, rose even more after our experience. Really it was only a fresh breeze blowing when we had to admit defeat. Imagine what it would be like in a whole gale!—JAN GRÖNSTRAND, Lomma, Sweden.

Record baker?

Although Hastings and St Leonards ladies' lifeboat guild cannot beat the record of having the oldest collector on flag day (see letter from Bexhill in autumn number), most of their collectors are between 70 and 85. BUT they do have a member who is 96 years old who gets up early for every monthly coffee morning to make scones for her niece—our vice chairman—to bring. They must be cooked on the day to be fresh.—JOYCE WALDEN, *St Leonards-on-Sea, Sussex.*

Canadian cousins

Having recently become a Shoreline member of your Institution and having received your excellent magazine I thought that your members might be interested in learning about the Canadian Marine Rescue Auxiliary, which is the voluntary auxiliary arm of the Canadian Coast Guard.

I am a member of the Oak Bay Sea Rescue Society which is part of Unit 35 (Victoria) of the Western zone of C.M.R.A. We are equipped with a 26ft fibreglass 'Shamrock' Pilothouse vessel powered by a 250 hp inboard V8 gasoline motor, which will do in excess of 30 knots. The vessel is equipped with CB radio, VHF marine radio, depth sounder, radar, auxiliary water/fire

pump, first aid kit (with thermal blankets, heat packs) and towing ropes and is moored at a local marina. We have 40 members, all unpaid volunteers, and, like yourselves, depend mainly on donations to cover expenses.

There are four crews each consisting of three boat personnel and one base radio operator on a rotation basis, on call 24 hours per day by noise actuated pager from the local rescue co-ordination centre.

I hope this is of interest to your members and would be pleased to hear from anyone who would like to exchange further information.—ALAN F. G. GOSSE, 3954 Emerald Place, Victoria BC, V8P 4T6, Canada.

A model's history

We noticed in the last issue of THE LIFEBOAT that you showed a picture of the Ascot float with a model lifeboat in the background. This model was built by RNLI trainees at Borehamwood in the late 1950s and was shown in the Dorset area for a considerable time by various branches. However, it eventually turned up at Reading branch who on a couple of occasions loaned it out to Windsor branch. We noticed that it was very rotten and deteriorating rapidly and as Reading had no further plans for it we agreed to take it over.

I stored it in my boatyard for four years and during the winter of 1984-85 two very good customers, come friends of my company, Arnold Hudson and Andrea Hathaway, took the model to pieces and re-built it with marine ply instead of the hardboard cutouts used previously. They used most of their spare time and the materials were supplied by Crevalds Services.

Since then this model has been available for any RNLI branch or other bona fide organisation, to borrow for fund raising. The charge is £10 per weekend and this is used for the maintenance and upkeep of the model. In 1985-86 it has been out an average 12 times during the summer months and is already booked for two weekends in 1987. A diary for all bookings is kept by Crevalds Services—Windsor 860393.—J. D. CREVALD, ESQ., *Old Windsor, Berkshire.*

Admiring witness

On the afternoon of Tuesday August 26 I was in the Nicholson yacht *Corruna*. We were secured near the entrance to Alderney Harbour, weatherbound by the great storm which swept across the British Isles that day. Our anemometer recorded a steady 55 knots with gusts up to 60 from the west. There was a constant plume of spray being flung 100 feet above the sea-wall.

A small yacht about 22ft was then seen to be drifting out seaward parallel with the breakwater. Following a VHF report from another yacht, the maroons were fired, and I had a ringside view of the subsequent rescue. By the time the RNLI 33ft Brede class *Foresters Future* swept by us the yacht was in the grip of confused 20 foot seas off the submerged extension of the breakwater. She was within minutes of piling up on a lee

shore at Bibette Head. As the lifeboat made a broad sweep to port to approach head to wind, I saw her keel exposed all the way aft to right under the wheelhouse, before she plunged down at 30 degrees to the horizontal. At this moment a member of the crew took his life in his hands and made a daring leap on to the deck of the yacht. With the wild movement of both boats I rated his chances poor, but he made it, got a line secured and took the tiller.

The coxswain's skill in nursing the boat round out of the seas perilously close to the rocks on a lee shore was beyond praise. I enclose a small contribution to the RNLI by way of admiration to the heroism and seamanship displayed by the Alderney crew. I only hope they are in the vicinity if and when I get into such difficulties.—CAPTAIN JOHN COOTE, RN (ret'd), *Iping, Midhurst, Sussex.*

Books...

● **The Cromer Lifeboats** by Bob Malster and Peter Stibbons (Poppyland Publishing), available from Cromer RNLI honorary secretary, 33 Hillside, Cromer, Norfolk, for £1.20 plus 25p post and packing, is the third edition of booklets about the Cromer lifeboats, their crews and their rescues. It is well illustrated and contains the history of the station from the early days of The Norfolk Shipwreck Association to the arrival and first service of the Tyne class lifeboat *Ruby and Arthur Reed II*, in 1986. The most famous and decorated coxswain of all time, Henry Blogg, features prominently as befits his 53 years of service in lifeboats.

'On 6 August, 1941, Convoy 559 went onto Haisbro' Sands in a gale and six vessels found themselves hard aground... Blogg at the helm of H. F. Bailey went first to the Oxshott which had only her upperworks showing. Blogg rammed the lifeboat into a wedge-shaped opening in her upperworks. He rammed her in again and again right over the decks of the Oxshott until all 16 men were aboard the lifeboat.'

Blogg and his crew went on to rescue 72 more men from other ships, once more running the lifeboat over submerged decks to pluck the sailors to safety. This series of rescues saw the award to Blogg of the third service clasp to his gold medal and the receipt of the BEM. This booklet contains some interesting historical photographs and makes good clear reading.—G.P.

● *'Up to twelve horses, brought from nearby farms hauled the carriage down to the surf. It is reported they became so accustomed to this task when the motor fired, two horses once jumped their field hedge to gallop unattended to the lifeboat house. At the water's edge a warp, attached to an anchor at sea, was used to pull the boat off. The same rules applied when launching the lifeboat as with beach company yawls; first arrivals sailed with the coxswain while company members touching the boat as it left gained a share of any salvage reward. Because this rule was rigorously enforced—presumably to make sure shareholders at least assisted with launching—there were times when men almost drowned to get their "touch".'*

This extract, taken from the fascinating booklet **Palling—A History Shaped by the Sea** by R. E. Pestell (Poppyland Publishing, £1.20), is part of a chapter about 'The Lifeboat Heroes' and tells of the lifeboats stationed at Palling from 1852 to 1930, which saved 781 lives. Their crews, the beachmen, were awarded five silver bravery medals for their work during those years, and the book goes on to describe the rougher side to life on the bleak Norfolk shore with smuggling, salvage, fires and rivalries.—G.P.

● **An Illustrated Guide to Our Lifeboat Stations Part I (Berwick to The Humber)** by Jeff Morris, available from him at 14 Medina Road, Coventry, CV6 5JB for £1.50 plus 25p post and packing, is a must for the lifeboat enthusiast. It is packed with information, and lists all the lifeboat stations in that area, past and present. It also details each lifeboat with dates, launches and lives saved, lists medals awarded and gives a brief history and notes on the current lifeboat

or lifeboats on display. Many of the entries are illustrated with photographs of current and long extinct lifeboat houses—now private homes, public shelters and toilets, amusement arcades and even a Town Hall. Painstakingly researched, this booklet is invaluable to the enthusiast.—G.P.

Recently published:

● **Seamanship** (Hodder and Stoughton, £12.95) by Robin Knox-Johnston, a member of the RNLI's committee of management. The book covers boat handling, deck seamanship, emergencies, mooring and anchoring.

● **Dictionary of Ship Types** (Conway Maritime Press, £25) by Alfred Dudzus and Ernest Henriot. An A to Z of information about ships, boats and rafts under sail and oar.

In the last journal a brief mention was made of **The Quest of Simon Richardson** (Victor Gollancz, £10.95). It is also worth recording that Dorothy Richardson, Simon's mother who wrote the book, has generously promised all the royalties she receives to the RNLI.

TALL SHIPS VIDEO

The unforgettable sight of the start of the Tall Ships Race as contesting ships assembled and set sail near the mouth of the Tyne earlier this year has been captured on video by former Amble lifeboat crew member and professional video maker Duncan Elson. The video is offered for sale at £19.95 a copy and all profits are being donated to Amble branch. Please apply to Duncan Elson, LE Animation Ltd, Teltech House, Bothal Terrace, Ashington, Northumberland, NW63 8PW.

PEOPLE AND PLACES

Happy Christmas

The American, Mr J. P. Young, is a popular man among RNLI lifeboat crews. Every year he selects a different part of the coast for his generous gift of whisky to lifeboatmen. It is his way of showing admiration for the work they carry out. This year it is the turn of the Scotland, south, division to receive six bottles of Famous Grouse at every station. An enjoyable Christmas and New Year should be guaranteed to them all.

Ill-gotten gains

Four youths were up before a Lisburn magistrate in Northern Ireland after they had been discovered by a police sergeant collecting money from passers-by in a bucket wrapped with wallpaper with "Lisburn Young Citizens Volunteers" written on it. The collection was definitely not authorised and the police seized the bucket and its £9.71 contents. As well as administering justice to the boys, the magistrate also ordered that the money be donated to the RNLI.

Silk Cut awards

Ramsgate lifeboat crew won the seamanship award for their rescue of the French trawler *Gloire à Marie II* on Boxing Day 1985. Coxswain Ron Cannon received the award on behalf of the crew. Tynemouth lifeboat crew were given a special seamanship award for their rescue of the fishing vessel *La Morlaye* in April 1986. Mrs Hogg, widow of Coxswain Captain John Hogg, who sadly died earlier this year, and her son received the medallion on behalf of the crew. She received a standing ovation from the assembled company. St Peter Port lifeboat crew were also nominated for an award under the rescue category which was won by Master Air Loadmaster Ward of the RAF.



Young talent: this painting was adjudged the winner out of 7,000 entries in a young people's competition organised by Sealink British Ferries as part of last summer's Safe at Sea appeal which raised £150,000 towards a new lifeboat. The painting is by 16-year-old Simon Terry of Warwick and as part of his prize, which included a pair of binoculars and membership to Storm Force, he spent a day with the RNLI at Poole.

Lottery

There was a family atmosphere at the draw of the 35th national lottery on October 31, 1986. The draw was made in front of staff and supporters by the reigning Miss Bournemouth, Celia Williams (pictured right), whose other claim to fame is that her father, Phil Williams (l), is the RNLI's administrative accountant. Making a welcome return to supervising the draw was Vice-Admiral Sir Peter Compston, KCB, who kindly deputised for Lord Stanley of Alderley. The lottery raised over £52,000 with the hard work of voluntary workers selling tickets at their various events contributing to the total. The prizewinners were:

- £2,000: A. M. Varley Esq, Reading, Berkshire.
- £500: Mrs E. M. Rudd, London, SW4.
- £250: Mrs M. Roy, Chard, Somerset.
- £100: R. C. Gregory Esq, Hill Head, Hampshire; J. Wilson Esq, Carlisle, Cumbria; J. Winterton Esq, Emsworth, Hampshire; Mrs M. J. Dixon, Coventry, West Midlands; A. P. Costen Esq, Benfleet, Essex; Miss Iris K. Lee, Buntingford, Hertfordshire; Mrs J. Imber, Salcombe, Devon.
- £50: D. Halton Esq, Ness, South Wirral; J. R. Childs Esq, Southend-on-Sea, Essex; P. F. Pallett, Lichfield, Staffordshire; B. Peaker Esq, Tetney, Lincolnshire; J. Lockie, Kinghorn, Fife; D. Skidmore Esq, Hereford; Norman Green Esq, Dronfield Woodhouse, Derbyshire; W. G. Bodilly Esq, Plymouth, Devon-



shire; J. A. Richards Esq, Esher, Surrey; Mrs H. Coton, Highbridge, Somerset.

The draw for the 36th national lottery will be held on Saturday January 31, 1987, in the Arndale Centre, Poole.

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:

Amble

Motor Mechanic G. Easton
Emergency Mechanic J. Stewart

Ballycotton

Coxswain T. McLeod

Borth

Crew Member R. J. Davies

Longhope

Motor Mechanic I. McFadyen
Head Launcher A. Sutherland
Shore Helper G. Taylor

Morecambe

Crew Member K. Willacy

Port Isaac

Crew Member H. Pavitt



Miniature Arun: this model of Humber lifeboat, City of Bradford IV, took its creator, Brian Sumner, a winter of long nights to complete. The hull is carved from solid spruce and the rest is made from plywood and anything else he could lay his hands on. It is taken around to local public houses as a display and has so far raised £70 for Humber station.

St Davids
Coxswain F. G. John

Swanage
Head Launcher W. E. Bishop

On station

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

Hartlepool: Atlantic 21 class lifeboat B568, *Burton Brewer*, September 30, 1986.

Lowestoft: 52ft Barnett class lifeboat ON 924, *Archibald and Alexander M. Patterson*, October 19, 1986.

Alderney: 44ft Waveney class lifeboat ON 1045 (44-019), *Louis Marchesi of Round Table*, October 23, 1986.

In the autumn 1986 issue of THE LIFEBOAT it was reported that ON 971 had been placed on station at Dunbar. The name of the lifeboat should read *Joseph Soar* (Civil Service No 34) and not as previously printed.

Obituaries

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

January, 1986

Walter Groombridge, who for many years was station administration officer and deputy launching authority of Brighton lifeboat station. At a ceremony in June the Newhaven, Shoreham and Brighton lifeboats gathered in Brighton for a simple service after which Mr Groombridge's ashes were scattered at sea.

July, 1986

Captain J. L. Jones, OBE, who was deputy launching authority of Porthdillan lifeboat station from 1976 to 1978 when he became honorary secretary.

September

Captain John Adrian Hogg, coxswain of Tynemouth lifeboat from 1976 until his death. Captain Hogg joined the lifeboat crew in 1969 becoming second coxswain in 1970; he was awarded a silver medal in 1986, shortly before he died.

Mrs Patsy Milligan, a staunch member of Portpatrick branch. Mrs Milligan was treasurer of the branch from 1973 although her connections with the RNLI began at her birth as her father and brother were members of the lifeboat crew. She also looked after the local lifeboat museum, taking over the job from her father. Mrs Milligan was awarded the silver badge in 1980.

November, 1986

Major General Sir Robert Pigot, Bart, CBE, OBE, DL, RM, a vice-president of the RNLI. Sir Robert became president of the Isle of Wight lifeboat board in 1975 and in the same year was elected on to the committee of management. In recognition of his services to the Institution Sir Robert was made a vice-president in 1986.



Crowd puller: Vivian May, (centre) a member of the RNLI's fund raising committee, was invited with his wife Susanna (r) to Lord Montague of Beaulieu's (l) 60th birthday fancy dress ball. Mr May, ever mindful of his duty to promote the RNLI, decided to dress as the Tallus launching tractor with his wife exercising limited control as lifeboat coxswain. They caused a sensation on the dance floor but needed to be given a very wide berth.



Focus on courage: pupils from Sacred Heart School, Redcar, won second prize in the regional final of the Focus-Multi Broadcast Schools Video Award with their film *Men of Courage*, all about the work of Redcar lifeboat station. The picture shows them filming the Atlantic 21 lifeboat, Guide Friendship I, on exercise earlier this year.



Captured in oils: the most recent of the celebrated marine artist, David Cobb's lifeboat paintings is this impression of a rescue carried out by Troon lifeboat on September 12, 1980. Her coxswain, Ian Johnson, was awarded the silver medal when he took off the five man crew of the dredger *Holland I* in a gale and 20ft waves. The painting itself hangs in the RNLI museum at Poole headquarters, open to the public during office hours.



Shoreline



Shoreline member Mr Alan Kahn of Essex thought of calling his all-new Renault 5 Francis because "it's as trim as Clare yet as sturdy as Drake" and won himself the five door version (kindly donated by Renault UK Ltd) as a result in the recent Shoreline competition. He is seen here (r) with his wife receiving the keys to his new car from local Renault garage owner Peter Scott with (l to r) Crew Member Roy Kidwell of Southend lifeboat, Renault publicity manager Jeff Salik and Crew Member Peter Hyem, all who came along to witness the handing over. The other photograph (right) shows Mr M. J. Rich (r), Mr Kahn's father-in-law who was his new Shoreline recruit for the competition, receiving his prize of a Vinta 370 sailboard (kindly donated by Scanro Ltd) from Weston-super-Mare lifeboat helmsman, Richard Spindler and local sailboard dealer, Roger Lanning. photographs (above) courtesy of Yellow Advertiser and (right) Simon White, West Air Photography



Recruitment drive

Peterborough Shoreline club No 8 have asked that it be known that they are still very much alive and kicking, meeting on the third Wednesday of every month. They are appealing both to existing Shoreline members within their area to join the club and also to others to become members of Shoreline so that they, too, can join the club. Details from: Tom Field, honorary secretary, Merienda, Greenhill, Elton, Peterborough. Telephone: Elton 313.

Quid pro quo

After a long drive to Oman, lorry driver Richard Snow agreed that if he kept his promise to quit smoking by the time they next met, his colleague, Mike Beardwood, would join Shoreline. The promise held and Mike is now a £200 life governor.

Voyage into the past

Peter Buttigieg, a 68-year-old adventurer and Shoreline member has recently completed, with his crew, Micah Barrett, a 1,000 mile cruise across the North Sea and back to revisit Deventer Bridge in Holland, off which he jumped to escape his German captors in 1940. The voyage aboard the six metre cutter *Melita*, which was full of its own adventures, had the added effect of bringing in £1,500 in sponsorship which will go towards Lowestoft's appeal for a new 47ft Tyne class lifeboat.

Sticking at it

Mrs Nora Neill is appealing to fellow Shoreline members to remember her when they come across old Green Shield stamps or indeed get given new ones with their purchases as the scheme is starting up again. So far she has turned lifeboat supporters' unwanted stamps into cash worth £8,800 for the RNLI and she is very anxious to make it to £10,000. So send your unwanted savings stamps, old or new, Green Shield or other varieties to her at 95 Fitzroy Avenue, Harborne, Birmingham B17 8RG.



Christmas cakes are Mrs Ann Martin's speciality and every year she bakes one and presents it as a raffle prize to Denis Horgan, honorary secretary of Shoreline club No 4 in Milton Keynes. So far £200 have been raised by her generous efforts. This particular cake, showing Selsey's 47ft Tyne class lifeboat was given to Selsey to raffle at their 125th anniversary Christmas dance.

Insignia available (to Shoreline members only)		To: The Director, RNLI, West Quay Road, Poole, Dorset BH15 1HZ.
Description	Price	I wish to join Shoreline. Here is my subscription. Member £6 p.a. <input type="checkbox"/>
5" Dinghy Burgee	£4.00	Family Membership £9 p.a. <input type="checkbox"/>
Sterling Silver Marcasite Brooch in gift box	£18.40	Governor £20 or more p.a. <input type="checkbox"/>
Silkscreened Gilt Cuff Links in gift box	£5.60	Life Governor £200 or more <input type="checkbox"/>
All Metal Car Badge	£4.80	And/or: please send me the following insignia:
12" Hoist Flag	£3.80	.....
8" Hoist Flag	£2.80	.....
Gilt and Enamel Stick Pin	£1.00	Name:
Gilt and Enamel Gents Lapel Badge	£1.15	.....
Gilt and Enamel Ladies Brooch	£1.00	Address:
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)		.....

THE LIFEBOAT SERVICE—Past and Present

25 Years Ago

The following article appeared in the December, 1962, issue of THE LIFEBOAT:

First Rescue Ever From a Hovercraft

ON the 17th September, 1962, a service of a unique kind was carried out when for the first time a rescue was effected by life-boat from a hovercraft. The hovercraft was the first to be used on public service in this country and operated between Rhyl and Hoylake during the summer of 1962. Having completed her programme in the middle of September, she was put to moorings at Rhyl to await a tug which would tow her to Liverpool.

Seas Break into Boathouse

At 1.4 in the early hours of the morning of the 17th September the honorary secretary of the Rhyl life-boat station, Mr. J. M. Owen, learned from the coastguard that the hovercraft V/A3-001 had broken adrift. Her crew were trying to take her out to sea on her engines. Mr. Owen alerted the boat's officers of the life-boat, who assembled in the boathouse. At 1.14 the coastguard asked for the life-boat's help and the maroons were fired.

A west-north-westerly gale was blowing. Rough seas were breaking heavily in the shallow water and rolling over the promenade into the boathouse. The night was dark, and visibility was further reduced by heavy spray. It was half an hour before high water on a spring tide.

Coxswain Harold Campini, having confirmed that there definitely were three men on board the hovercraft, agreed to launch, although he fully recognised the dangers in the prevailing conditions. The life-boat carriage was worked down the narrow slip by the tractor, and Coxswain Campini waited for his opportunity and then gave the order to launch into seas which were breaking over tractor, life-boat and carriage.

Launch in Three Minutes

In fact the Rhyl life-boat, *Anthony Robert Marshall*, which is one of the 35-foot 6-inch Liverpool type, was launched only three minutes after the maroons had been fired. As she came clear of the carriage she rose almost vertically and then dropped sideways into a trough. Fortunately the coxswain had enough way on to bring her round and make for the hovercraft. Meanwhile Mr. Owen had ordered the shore helpers to disperse round the launching position in order to help in case there was an accident.

Coxswain Campini headed for the hovercraft, which was drifting rapidly towards the promenade. There were three men aboard, who already knew that the hovercraft would almost certainly break up, and they had reluctantly decided to abandon her. They inflated their life-jackets and opened the starboard door, but they found it extremely difficult to push the door open against the wind, and it could not be held open by the strut normally used for that purpose. One of the hovercraft's crew tried to talk to the life-boat coxswain by loud-hailer, but the noise of the engines,

combined with the noise of the sea and wind, made this almost impossible. As the life-boat approached, the hovercraft's crew decided to cut out the engines and shout instructions for coming alongside.

Drifting Fast to Leeward

Finding that there was nothing on the hovercraft to which he could make a line fast, the coxswain circled her and passed his own instructions to the hovercraft's crew by loud-hailer. So fast was the hovercraft drifting to leeward that it was unsafe to approach her on the lee side, and the coxswain therefore took the life-boat along her weather side, in the words of the chief test pilot aboard the hovercraft, "displaying superb seamanship".

The three men succeeded in jumping aboard. Seven minutes later the hovercraft hit the promenade. The coxswain hove to for an hour until a lull allowed him to enter the harbour and land the survivors.

When the hovercraft crashed into the promenade she had 250 gallons of kerosene on board, and it was thought that there might be a danger of fire or even an explosion. For this reason, at Mr. Owen's request, the fire brigade was standing by.

Although they were aware of the danger, the head launcher, Mr. Dennis Jones, accompanied by the tractor driver, Mr. James Hughes and the assistant tractor driver, Mr. Thomas Bowman, jumped aboard the hovercraft and made a thorough search for any survivors who might be left aboard. Once they had confirmed that everyone had been rescued, Mr. Owen and Mr. Jones tried to secure the hovercraft. A number of other volunteers jumped into the water and at some danger to themselves managed to secure lines around the fins. They tried to make these lines fast to the promenade guard rails, but in the words of Mr. Owen's report, the lines "snapped like carrots". Finally the hovercraft grounded on some steps leading down to the beach where she was secured.

For this service the silver medal for gallantry has been awarded to Coxswain Harold Campini. The thanks of the Institution inscribed on vellum have been accorded to head launcher Dennis Jones and to the six other members of the crew: I. Armstrong, B. Herbert, W. Hunt, G. Povah, D. C. A. Williams, and I. Thomas. Framed letters of appreciation have been issued to the shore helpers and volunteers: tractor driver James Hughes, assistant tractor driver Thomas Bowman, G. Hughes, W. Roberts, B. Price, D. Hughes, Trevor Bowman, Joseph Hughes, and D. Mottram, together with a collective thanks of the Institution inscribed on vellum. A special letter of appreciation was sent to the honorary secretary, Mr. J. M. Owen, and additional monetary rewards were made to the coxswain, the crew, and the shore helpers.

Today's Lifeboatmen



Coxswain Rodney Terry of St Mary's, Isles of Scilly. He first joined the lifeboat crew in 1965, became second coxswain in 1984 and coxswain in 1985. In his working life he is a foreman stevedore, responsible for supervising the loading and unloading of the steamers which bring in to the island all the goods necessary to keep the inhabitants alive and well. Rodney Terry is married with two children; his wife Anne and daughter Sandra are both members of the ladies' guild and his son James is also a member of the lifeboat crew and was appointed assistant mechanic in 1985.

Facts and Figures

Provisional figures show that in 1986 lifeboats launched 3,150 times and saved 1,260 lives.

In 1985 lifeboats launched 3,899 times (an average of nearly 11 times a day) and saved 1,747 lives (an average of 5 people rescued each day).

Over 13 per cent of all services carried out by lifeboats in 1985 were in winds of force 5 or above.

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

There are 260 lifeboats on station and a further 92 in the RNLI relief fleet.

114,811 lives have been saved since 1824, when the RNLI was founded.

The net cost of running the RNLI in 1986 will be over £26 million.

Current costs of building lifeboats are as follows:

16ft D class inflatable	£9,000
17ft 6in C class inflatable	£11,250
21ft Atlantic rigid inflatable	£35,000
47ft Tyne	£537,000
52ft Arun	£490,000

£

THE FUND RAISERS



Amble harbour day gained magnificent support from the local community with over £5,000 resulting from the branch and guild's efforts. The North East Windsurfers' Association raised over £2,000 of this total with their sponsored race, the Coquet Island Dash. Assistant Mechanic Tom Crozier of Amble lifeboat station made one sacrifice beyond the call of duty when he said goodbye to his 26-year-old beard. Tom had his beard shaved off in front of an audience of over 1,000 at the station's harbour day, an experience, in Tom's opinion, worse than going out in the stormiest sea conditions! However hair razing it may have been, it did raise £350.

photographs by courtesy of Duncan Elson

Tall orders

Although somewhat dwarfed by the largest "tall ship" in the world, the 386ft Russian *Sedov*, volunteers manning the stand from branches and guilds in the Tyne area were thrilled to sell over £2,000 worth of souvenirs during the week when 83 vessels, representing 12 nations, gathered before departure from Newcastle-upon-Tyne on the 347 mile race sponsored by Cutty Sark Whisky and organised by the Sail Training Association. A carnival atmosphere prevailed for the week and despite long, tiring days the volunteers on the stand thoroughly enjoyed themselves. A further £4,000 came in from events organised in connection with the race and at the end of the week, during which friendships were formed with the young crew of *Sedov*, there were few dry eyes when the ships set sail.

Gardens of delight

Farnham branch were delighted to have the beautiful garden centre at Forest Lodge owned by Mr and Mrs Denys Head as the setting for their summer supper. The two hundred guests listened to the Basingstoke Silver Band and watched the Farnham Scottish Dances Society perform on the immaculate lawn. Souvenirs and raffle tickets were sold and a splendid £1,000 blossomed forth for branch funds.

Hayling Island branch received tremendous support from Hayling Horticultural Society, which celebrated its centenary in 1986. One of the special events to mark the occasion was the opening of 50 local gardens to the public at weekends throughout the summer. No entrance fee was charged but an

RNLI collecting box was placed in each garden. The owners also sold plants, teas and produce, all of which raised the impressive amount of £2,676. Sadly, one long standing annual event in the branch calendar, Kitty's coffee morning, held at the home of Mrs Kitty Gould, was recently staged for the last time. Mrs Gould, who has organised the event for 16 years, was presented with a painting by Commander Rex Phillips. The 1986 coffee morning which made £450 helped to bring the branch's annual total to £12,000.

Beautiful sunshine and an immaculate garden proved to be a winning combination for Percy and Elizabeth Blunden of Lindfield. In July 1986 they opened up their West Sussex garden in aid of the Institution and at the end of the day were able to send £591.85 to the RNLI. Over 600 people wandered around the garden enjoying the colourful flower displays, enviously eyeing the perfect lawn, gazing wonderously at the prize-winning vegetables, and enjoying home-made teas. Mr Blunden works extremely hard to ensure a near-perfect effect for his special 'lifeboat' days and does not sit back in the winter but gives talks on gardening, donating any fees to the RNLI.

On a beautiful August day, a fête was held in the grounds of Bossell House Hotel by Buckfastleigh branch. The town's mayor, Councillor R. Couch, and the deputy mayor, Mrs P. Henley, were present. The stalls included guess the weight of the chairman, face painting and St John Ambulance first aid make up. Visitors to the fête were entertained by the Buckfastleigh Blue Sapphire Majorettes. At the end of a highly successful day £240 was raised.

Carnival atmosphere

When Police Community Officer Craig Dewar began to organise a carnival day in North Berwick he knew that it should be aimed at a cause that would receive the town's wholehearted support, so he chose the RNLI. Army and Air Force displays made up part of the day's programme as did a show of wrestling by Hercules the bear. The town's station branch and ladies' guild were very much involved, of course, particularly with branch honorary secretary Ronald Coates-Walker responsible for the very complicated task of co-ordinating events, and his wife Louise, guild president, and her merry band of helpers, selling vast quantities of souvenirs and also organising a fashion show which raised £1,500. A raffle brought in a further £1,800 and the total for the day was a remarkable £10,500 with money still trickling in.

A 16ft D class inflatable lifeboat was Bransgore and District guild's distinctive float in their local village carnival. The guild has had a successful year with events such as Easter egg races, garden mornings, wine and cheese evenings and jumble sales helping to make up the £2,000 raised.

Glorious food

Locally caught sewin (sea trout), salads, new potatoes and delicious desserts were on the menu at the annual luncheon organised by Carmarthen and Ferryside ladies' guild. The luncheon was held at the home of Mr and Mrs Peter Thomas at Carew Cheriton and raised £600.

It took just three hours for Mrs Beti Gilbert of Kensington branch to break



This magnificent model of an American steam engine of the 1870s was made by Mr E. W. Sheppard of Sherwood, Nottingham, seen here running the engine for children's rides. Mr Sheppard turned his hand to steam engines after several years of making model lifeboats, during which time he made a replica of nearly every class of lifeboat in service at that time. Two eye operations have now sadly put an end to his steam engine model making, and resulted in the sale of all his models, the last one to go being the one pictured, which sold for £2,000. This money Mr Sheppard very generously donated to the RNLI.

through the elusive £1,000 barrier. Mrs Gilbert held a coffee morning and luncheon at her home, serving coronation turkey and rice followed by a very tropical fresh fruit salad to the 55 people present. In all the event raised £1,100.

By the sea

Alder cones, red geraniums, purple campanula, blue delphiniums and white blossoms are not things which immediately spring to mind when you are planning to build a lifeboat; but that is what was used by ladies taking part in Stourton-le-Steeple, Nottinghamshire's, "A day by the seaside" event which made £74.21 for the RNLI. Petals from all these flowers were pressed into a framework of wet clay by the team under the command of Mrs Jan Bennett, who is experienced in the art of well dressing. Thousands of petals were used to create a unique picture of a lifeboat. The event was rounded off by a thanksgiving service when villagers paid grateful and generous tribute to the crews of the Institution's lifeboats.

Talking shop

Guests of the Beachfield Hotel, Penzance, have been extremely generous during the last summer. On Sunday evenings they have been given a talk on the RNLI by **Penlee branch** vice chairman, Dave Walsh. The guests responded to the talks by buying £1,000 worth of souvenirs. The hotel have also been doing their best to raise funds for the branch by holding a series of raffles. For six weeks Mrs Grace Trevel, mother of the hotel proprietor Dave Trevel, supplied hand made teddy bears as raffle prizes. Grace made the teddies herself and the raffles raised £205.



The merry cobbler: Fakenham shoe mender Chris Thomas, who is also a member of the re-formed Fakenham and District branch, dressed his mechanical shoe-mending dummy in lifeboatman's gear to attract attention during the town's flag week. The ploy attracted a good deal of attention and undoubtedly helped towards the final flag week total of £590.91.

Open days

Unwelcome wind and rain cleared by the time the public came along to see what was going on at **Littlestone lifeboat station's** open day and fête and the eventual sunshine helped to make the day a great success. A wide variety of activities and displays were put on to give as wide appeal as possible. The careful planning certainly paid off as £1,832.37 was raised, £773 of which came from souvenir sales. The Pearly King of Dover, Mr Bill Bliss, overcame ill health to attend the day and do his bit to raise money for the station.

There was fun for all the family during **Clacton's** flag day last year. The station branch joined forces with the local Round Table to turn it into a day of fun with slides, a jumping castle, ducking stool (often with an intrepid crew member waiting to take the plunge) giant draughts, karate, basketball, dancing girls, a clown making up children's faces, a magician intriguing young and old, a vintage fire engine, exhibitions and displays. None of the entertainers charged a fee, nor did the public have to pay, but collecting boxes and money buckets were in abundance, and so was the money, for the day's collections, added to the house to house collections of the previous week, topped £2,700.

Band aid

The sound of brass came to Totton, near Southampton in October 1986 when Woodfalls 'B' Band, one of the finest brass bands in Wessex gave a concert in aid of **Totton branch** funds. The band played to a packed and appreciative audience and Dave Williams, from BBC Radio Solent, acted as compere



The crew of the new Arranmore lifeboat were able to demonstrate their skills to a large crowd at Killybegs, Co Donegal, during the town's festival last summer. An air-sea rescue display was staged involving a simulated trawler fire, liferafts, a helicopter, the fire brigade and a local ambulance. Thanks to the sponsorship of local company Atlantic Marine Supplies Ltd and manufacturers, Dunlop-Beaufort, a healthy £1,036 was collected for the RNLI at the end of the day.

for the evening. Such was the enjoyment gained from the concert that those present were not *andante* in giving £104.30 for branch funds.

Marathon man . . .

. . . and woman! Mr and Mrs Alastair Shaw from Dorking in Surrey ran in the 1986 London marathon and collected, from various sources including sailing friends, £640.26. Mr Shaw works for the Trinity House lighthouse service and decided that the money should be donated to the RNLI.

Cruising along

On the farewell cruise of the Fred. Olsen liner *ms Black Watch*, a fayre was organised which raised £1,000 for the RNLI and other seamen's charities. The main prize of the fayre was a week's holiday in Blackpool, kindly donated by Mr and Mrs G. Lovall, retired funeral directors from St Annes. The holiday was won by Mrs Patricia Dale, who will also have the loan of a car for the week, a visit to the nearest lifeboat station, and lunch with the Mayor in his parlour. The *Black Watch* has always been a strong supporter of the RNLI and it is hoped the tradition will be continued on the newly converted liner, *Black Prince*, when she is re-launched in February 1987.

Buzzing around

Fourteen days, 3,000 miles and 86 stops was the target set by seven boys from Bracondale School, Norwich, and their back-up team. The boys were making a whistle-stop bus tour of Great Britain stopping, very briefly in some cases, in as many places as they could. Queensway, the furniture chain

sponsored the event and Silver Crescent Tours provided transport. The boys visited many Queensway stores and collected money for the RNLI during each of their stops. Nothing would deter the boys from finishing their journey even though heavy rain, gale force winds and early starts were all encountered. 11,000 coins were dropped into the boys' collecting boxes, which amounted to £768.

Well received

The Worshipful Company of Shipwrights are donating some £10,000 to the RNLI during 1986 and £2,000 of this total is being specifically given to **Harwich lifeboat station**, where Company member Jim Davis is station committee president. The cheque was actually handed over by Jim Davis, who is also on the Company's charities committee, to Howard Bell, chairman and administration secretary of the station, aboard *MV Dana Anglia* at a buffet lunch in October.

The appeal to fund Tenby's new lifeboat, *RFA Sir Galahad*, was given a welcome boost when Ray Kipling, the RNLI's public relations officer, received a cheque for £23,500, the result of the successful Shropshire appeal. The money was handed over by Bernard Rowe, Shropshire appeal treasurer, at a special dinner in September.

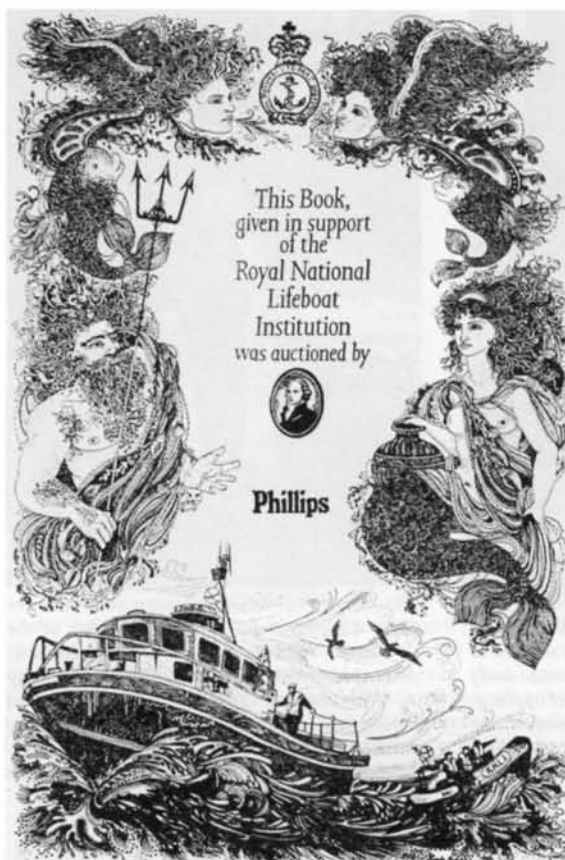
Two contrasting events made **Newhaven branch** £1,005 the richer; John Voakes organised a sheep dog trial at Kingston, near Lewes, Sussex last August which raised £800. John Glover swam 100 lengths of Seahaven swimming pool as a 'thanks for being around' to the lifeboat crew after he had got into difficulties on his sailboard in Seaford Bay. Mr Glover's swim brought in a further £205.

Storm Force surprise

Ross Haggart and Jane Stewart, pupils of Kinloch Primary School, Carnoustie, were the lucky winners of a draw to act as casualties for the day when Arbroath lifeboat went on exercise in Carnoustie Bay with a helicopter from RAF Leuchars and local coastguards. The exercise was a thank you gesture to the very enthusiastic Storm Force group at the school. Ross and Jane were picked up by the inshore lifeboat and then transferred to Arbroath's lifeboat, *Shoreline*. On land a coffee morning and street collection were being held, and the blustery day did little to dampen the enjoyment of the children or the spectators on the beach. It did not dampen their generosity either as over £300 was raised.

Oils well

A bust of James 'Paraffin' Young, founding father and Scottish pioneer of the oil refining industry, has been presented to the Aberdeen Conference Centre by BP Petroleum Developments Ltd. Alongside the bust are leaflets



This beautiful bookplate, designed by artist Angela Evans, was placed inside the books donated by their authors for a book auction organised by Stephen Wood of Leeds branch. Mr Wood spent 18 months writing to authors and their publishers asking them to donate signed copies of their books for the auction which took place at the Phillips saleroom in Leeds last May. Altogether, 240 books were on sale including contributions from HRH Prince Philip, Lord Stockton and Jeffrey Archer. Many of the volumes donated were first editions. The highest price paid was £330 for a copy of *Tread and Rise - Tread and Fall* a selection of poems by William Redgrave, who donated the book shortly before his death. The book was No 15 of a limited edition of 20, all illustrated, by hand, by the author. The five volumes of Lawrence Durrell's *Avignon Quintet* were sold for £120. Several authors generously sent donations along with their books, and the total amount raised came to £2,408.99.



Dominic the St Bernard is a walking advertisement for the RNLI. His jacket was made by ladies on the committee of Mevagsissey branch and Dominic certainly catches the eye when he and his master Mr 'Mawman' Smith go walkies. The branch have had a very successful year and were able to send £10,000 to headquarters. The town's flag week was well supported with over £1,070 collected and the annual sponsored raft race organised by the Ship Inn, Pentewan, running from London Apprentice to Pentewan, gave the branch a further £800.

describing Mr Young's pioneering work in the oil industry which will be sold at the centre in aid of the RNLI. BP generously sponsored the printing of the leaflets. At a short ceremony in October last year George Melville, general manager of the conference centre, presented a cheque for £50 to Rodney Addison, chairman of **Aberdeen branch**.



It was far from being a drag for Danny La Rue to open the summer fair organised by Bridlington ladies' lifeboat guild. He is seen here with Australian pianist Wayne King signing the guild's special table cloth which carries the signatures of many celebrities and past and present guild members. The fair itself was a huge success, bringing in over £3,000.

In the swim

Keith Poole of Newport branch in Gwent was delighted to receive a cheque for £235.52 from Phillip Ellar and other members of a local sub-aqua group, at a lifeboat family gala held at the local leisure centre in July. During the evening a sponsored swim, a sub-aqua demonstration and an auction were held, and the enthusiasm of those present meant that it was no crawl



They did it. They, (l to r) Steve Huntley, Mike Ogwo, Paul Savage, Tony Jeffery, Gary Brooks, Peter Cowup and Mick Newman, ran in relays the 80 miles between Margate lifeboat station and Islington fire station. The time taken by these seven North London firemen was 12 hours, 4 minutes and the money they raised for the RNLI: £2,000. A fire engine went with them all the way (to hose them down when overheating?) and the drum and pipe band (above) provided a final escort from the Angel to Islington fire station where their open day was in progress and helping to add to their sponsorship money.

photograph by courtesy of Joe Bulaitis



Peak performance: On the longest day in June last year Richard Price, a new crew member at Fleetwood lifeboat station, led a team of 36 people up to Scotland for the start of a three peak marathon. The team climbed Ben Nevis, (some of them pictured, above, at the summit) then travelled south to tackle Scafell Pike in the Lake District, followed by Snowdon in Wales. Thirty-two of the climbers broke the 24-hour barrier and everyone climbed 23½ miles and a total of 7,358 feet in ascent. With sponsorship and money from entry fees the marathon raised a splendid £2,125.



The answer to Sedgeley and Coseley branch's fund raising problems is blowing in the wind. For the second year running they have organised a ten hour kite flying marathon. The event is held at Baggeridge Country Park with the whole of the branch taking part. A kite was kept aloft for the whole of the ten hours, starting at 8 am and finishing at 6 pm. The branch came out of this year's event with flying colours with over £1,311 collected by the end of the day.



Muck and brass: a pile of horse manure was donated to the Royal Tunbridge Wells and District branch and sold by the sack at a coffee morning held at the home of Mrs Joan Pearce, in the village of Frant, Sussex. The event brought in the rewarding sum of £339 and kept branch treasurer Mr R. Diggory (l) and chairman Mr W. Kirkbride (r) busy with the fork.



The famous partnership of Dulcie Gray (centre) and Michael Dennison (r) performed an anthology based on their careers and writings before an audience at Hazlewood Castle, North Yorkshire, last July. It is something they do every other year with the help of Stephen Wood (l) and his friends who organise the event. This year the couple's generous performance produced a magnificent £3,522 for the RNLI.

photograph by courtesy of Yorkshire Evening Press



Sea food: members of Largs Junior Chamber of Commerce appear remarkably unconcerned by what is clearly a severe case of rising damp during a recent dinner staged on the slipway of the lifeboat station. This chilling experience, devised presumably for those hot foot from the office and dubbed the Titanic Dinner for obvious reasons, produced a very useful sinking fund of £100 for the local lifeboat.

photograph by courtesy of R. Watson

to the excellent total of £1,350 made during the evening.

Cyprus was the exotic location for a 50 hour dive by members of the Dhekalia Garrison Sub Aqua Club, who were raising money for **Swanage lifeboat station**. On his return to England Lance Corporal Bryan Booth handed a cheque for £1,500 to Ray Kipling, the RNLI's public relations officer.

The United Kingdom's highest loch, Lochan Buidhe, which is 3,600 feet up in the Cairngorms, was the place selected for a sponsored dive by members of Aberdeen University's sub-aqua club. The waters of the loch may have been cold, but the welcome the students were given at **Aberdeen lifeboat station** by Coxswain Norman Trewren and his crew when they arrived to present their £271.33 cheque was as warm as it could be.

Catherine Allday was, at 13 years old, the youngest participant in the castle to castle event organised by Falmouth Round Table as part of their appeal for the town's lifeboat station. The race involved getting from St Mawes Castle to Pendennis Castle by your own chosen method. Some people sailed, others ran, or water skied or swam (both on the surface and underwater). Catherine chose to swim the entire distance, about 1½ miles which she completed in 56 minutes. Safety boats kept watch on her all the way but she encountered no problems and raised £25 in sponsorship. The castle to castle challenge raised £2,500 bringing the appeal total, at the halfway stage, to over £15,000.

Waterborne support

During their annual August Bank Holiday weekend regatta, members of Watermouth Yacht Club were able to take part in a cruiser pennant race, and a fishing competition; the children had their own series of rowing competitions and nine-year-old Carolyn Ashcroft ran a 'guess the weight of the birthday cake' stall. Cream teas kept everybody's hunger at bay. A profit of £95.70 was made to which was added £92.58 in souvenir sales. During Ilfracombe's lifeboat week, club members collected £101.70 and two car boot sales made £40. All the money was donated to **Ilfracombe branch**.

Anniversary celebrations

Isle of Wight Cowes guild celebrated their 70th anniversary in August and, not wishing to let the event go without some recognition, the guild organised a champagne reception on the lawn of the Royal Yacht Squadron. The celebrations were slightly dampened by a visit from Hurricane Charlie, but the visit made the guild members all the more aware of the conditions faced by lifeboat crews around the coast. At the end of the evening guild president Mrs Lena Bell and chairman Mrs Elizabeth Barrett were delighted to announce that the

evening had raised £1,002, £200 of which had been donated by the ubiquitous and generous Richard Branson, who was in the town that week for the power boat racing.

Sixty years ago **Littleborough ladies' guild** was formed and over the years they have raised money from coffee mornings, bring and buy sales, and flag week collections. To celebrate their diamond anniversary the ladies organised a lifeboat week at Hollingworth Lake Country Park. A souvenir stall and displays were supplied by North West regional office and the ladies distributed leaflets to visitors to the park. Local schools took part in a painting competition and the winning pictures were put on show. During the week £300 was donated by visitors and this brought the amount raised by the guild for the year to £2,591.

School days

Pupils of Holmes Chapel Comprehensive School are generous to a fault. They held a series of fund raising events for the RNLI which included sponsored walks, swims, cycle and horse rides, knit-ins, reading and dog walking. They also collected one penny pieces in Smartie tubes, shone shoes, washed cars, ran a 'beat the goalie' competition and made straight donations. The result of all this frenzied activity was £1,000 which was handed over to **Holmes Chapel branch**.

Down to earth

Two members of the Emsworth Slipper Sailing Club, Sheila Hindmarsh and Jackie Oiller, together with the club's steward, Derek Jones, made a sponsored parachute jump at the parachute centre, Biggin Hill, last September. As Jackie Oiller is the daughter-in-law of the **Dungeness lifeboat station** honorary secretary, it was natural that the proceeds of the jump, £500, should be donated to the RNLI.

Holiday job

Although Mandy Parsons is confined to a wheelchair and lives in Reading, nothing will stop her from taking part in the lifeboat week collections at Instow, Devon. Based in her parents' holiday cottage, Mandy has been giving help during flag week since she was 14 years old and since 1976 has personally collected £500.

Jolly Roger

Brownies from the 1st Cox Green Brownie Pack were disguised as pirates when they took part in a May fayre. The theme for their stall was the sea and it was decorated with sea shells and seaweed brought back from Devon by their assistant Brownie Guider Mrs Gill Lovell. The stall contained hidden treasure and a treasure map. One Brownie was dressed as a mermaid for a 'guess the name of the mermaid' contest and there was duck fishing and a cake stall run by two parents. The Brownies chose to donate the £100 made at the



Meet Miss Penlee Lifeboat 1986. She is the first in what the local branch hope will be a succession of beauties, all of whom will help promote local RNLI activities. Karen Bennetts was chosen from many contestants at a special fund raising evening generously supported by local businesses and held at a popular local discotheque. There were prizes for the three finalists and £385 for the lifeboat station at the end of the evening.

photograph by courtesy of Phil Monckton

fayre to the RNLI because most of the pack members had been to lifeboat stations when visiting the seaside.

Reliable sources

The Whitburn, West Lothian, branch of the Probus Club for businessmen was only formed in 1986 and in their first year of fund raising, for which the RNLI was the beneficiary, they were able to raise £940.12.

Squire Light and Sound, a shop which sells and hires audio equipment for discos, is run by Mr M. Haywood and Mr J. Petts in Manchester. At their request a collecting box was put in their shop and since the beginning of 1983 £1,157.75 has been dropped into it. When it was emptied recently by the North West regional office it was found to contain a staggering £243.38.

Faringdon, Oxfordshire, seems a long way from the sea, but this did not deter the regulars of the Fox and Hounds pub in Littleworth, near Faringdon, from raising £1,000 for the Institution. Geoff and Audrey Billinge took over the pub in 1978 and readily agreed to have a collecting box in the bar, supplied by **Faringdon branch**. Then Mr and Mrs Billinge began to hold Christmas raffles, sell car draw tickets and Christmas cards. Frank Ide, coxswain of Poole lifeboat and Crew Member Dave Coles went to the Fox and Hounds in July last year to present a shield, the second one awarded to the pub, to Geoff and Audrey Billinge for their efforts.

A coffee morning, held at the home of Mrs Margaret Bell Kirkgate, was so well attended that the overflow of people had to be accommodated out of doors; luckily it was a bright and sunny day. Members of **Cockermouth ladies' guild** had a hectic, but enjoyable two hours serving their guests, and were well rewarded for their efforts by the £365 that was raised.



There are 199 steps up Church Stairs in Whitby and Mrs Eileen Whittingham (above) climbed them all last May. Her effort was considerably more than it sounds because she carried it out on artificial limbs, her legs having been amputated because of a circulatory disease. Her courage at reaching the top was well rewarded by the money she raised jointly for her local swimming club and Whitby lifeboat station who were grateful recipients of £660.50.

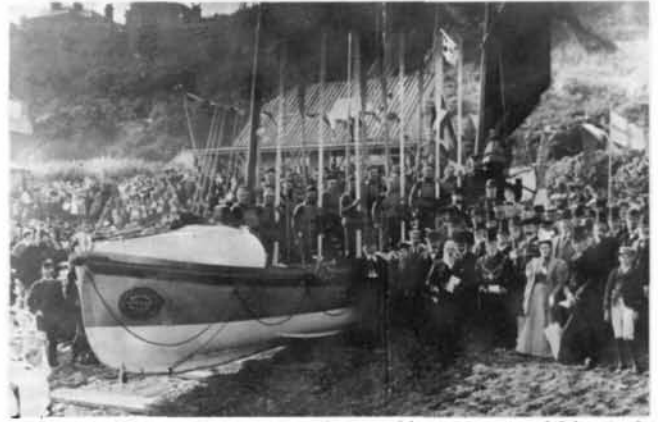
photograph by courtesy of Whitby Gazette



The 1986 North Sunderland harbour fête was officially opened by Her Grace the Duchess of Northumberland, seen here accepting a bouquet from Karla-Elise Reay, grand-daughter of branch secretary Robert Reay. Torrential rain half an hour before the opening ceremony meant that all the stalls had quickly to be moved into a large marquee but this did not stop the fête bringing in £7,428.62. Included in this was £418.18 collected by members of the inshore lifeboat crew, some of whom are members of the local fishermen's choir and who sang at local pubs the night before the fête.



Pupils of The Marlpool First School in Kidderminster held a lifeboat thanksgiving service in October which raised £329. The children were all involved in the preparations for the service, including building this magnificent model Brede class lifeboat, and painting the backcloth. Other excellent displays about lifeboats were on show in the school and a short play was enacted showing the hazards of putting to sea in toy rubber dinghies.



This magnificent photograph of the old Folkestone lifeboat, J. McConnell Hussey, was found by Mrs Joan Hopkinson who kindly donated it to the local branch who in turn gave it to Geoff Gosford, proprietor of the Lifeboat Inn, where there is a large collection of early lifeboat photographs. The inn is, quite appropriately, a great supporter of Folkestone branch having so far raised over £1,300 in the collecting box in the bar. Their ladies' darts team hold a fancy dress fun run each year which in 1986 made £476 bringing their total annual amount also to £1,300. The pub's influence, reaches all the way to Bangladesh! Ivon Colbourn, a former customer, went to work in Bangladesh, taking an RNLI collecting box with him. From other expatriates working in the country Mr Colbourn collected £33 and intends to repeat the exercise on his next tour of duty, this time in Singapore. Folkestone is a generous town and its people helped the branch raise £11,400 during the 1985/86 financial year.



Ten hours of non-stop magic at the Moat House Hotel in Liverpool conjured up £1,800 for New Brighton lifeboat station last October. Twenty members of the Mahatma Magic Circle, three of whom are pictured here (l to r) Don McCamley, John Mills and Harry Davies, performed over 600 tricks during their 'Magithon'. New Brighton station has also recently benefited to the tune of £250 from another feat of endurance when Charles Bretherton completed the Dumfries marathon.

photograph by courtesy of Liverpool Daily Post and Echo



No one was left in any doubt over which charity was being supported by this particular raft. The race was held at Lochgoil, Argyll, and at the helm of the raft is Dr J. R. R. Holms, chairman of the recently formed Lochgoil branch. By showing the flag at every opportunity the branch have so far raised over £1,000 from their small but generous community.

Lifeboat Services June and July, 1986



- Aberdovey, Gwynedd**
Atlantic 21: July 13, 19, 22, 24 and 27
- Abersoch, Gwynedd**
Atlantic 21: June 1 and July 31 (twice)
- Aberystwyth, Dyfed**
C class inflatable: June 12, 21, 24, 28, July 20 and 25
- Aldeburgh, Suffolk**
37ft 6in Rother: June 14, 15, July 17 and 27
D class inflatable: July 27
- Ambleside, Northumberland**
37ft 6in Rother: June 2
Relief 44ft Waveney: June 29 (three times)
D class inflatable: June 2, 20 and 29 (twice)
- Angle, Dyfed**
46ft 9in Watson: June 28 and July 8
- Appledore, North Devon**
47ft Watson: June 20, 29, 30 and July 16
Atlantic 21: June 7, 20, 25, 26 (three times), 29, 30, July 1, 9, 12, 16, 17 and 24
- Arklow, Co Wicklow**
44ft Waveney: June 25 and July 27
- Arran (Lamlash), Buteshire**
D class inflatable: June 30, July 1, 23 and 27
- Arranmore, Co Donegal**
47ft Tyne: June 15, 30 and July 16
- Atlantic College (St Donat's Castle), South Glamorgan**
Atlantic 21: June 20 (three times) and July 13
- Ballycotton, Co Cork**
52ft Arun: July 14
- Baltimore, Co Cork**
48ft 6in Oakley: June 4 and 14
- Bangor, Co Down**
D class inflatable: June 9, 13, 15, 21, July 6, 15, 24 and 26
- Barmouth, Gwynedd**
37ft 6in Rother: June 26, July 13 and 24
D class inflatable: June 21, 26 (twice), July 1, 15, 21, 24, 27 (twice) and 28
- Barra Island, Inverness-shire**
Relief 48ft 6in Solent: June 8
- Barrow, Cumbria**
46ft 9in Watson: June 24
D class inflatable: June 30 (twice), July 21 and 22
- Barry Dock, South Glamorgan**
52ft Arun: June 18, 20 (twice) and July 9
- Beaumaris, Gwynedd**
46ft 9in Watson: June 24
Atlantic 21: July 4, 15, 18 and 24 (twice)
- Berwick-upon-Tweed, Northumberland**
Atlantic 21: June 2 and 16
- Blackpool, Lancashire**
D class inflatable: June 11, 14 (twice), 19, 26 (twice), 27, 28 (three times), 29 and July 5
- Blyth, Northumberland**
44ft Waveney: June 19, 29 (twice) and July 19
- Borth, Dyfed**
D class inflatable: June 29 (twice), July 7, 20 and 25
- Bridlington, Humberside**
Relief 46ft 9in Watson: June 28
D class inflatable: June 7, July 19 (twice), 21, 26, 27 (four times) and 31 (twice)
- Brighton, East Sussex**
Atlantic 21: June 1, 3, 10, 14 (four times), 15, 18 (twice), 21 (twice), 26, 28, 29 (six times), July 3 and 17
- Broughty Ferry (Dundee), Angus**
D class inflatable: June 14, July 1 and 21
- Buckie, Banffshire**
52ft Arun: June 24
- Bude, Cornwall**
D class inflatable: June 15, July 4, 5 (twice) and 22
- Burnham-on-Crouch, Essex**
D class inflatable: June 15, 28 and July 26
- Burry Port, Dyfed**
D class inflatable: June 8, 20, 23, 26 and July 3
- Calshot, Hampshire**
33ft Brede: July 20 and 27
- Campbeltown, Argyllshire**
Relief 52ft Arun: June 21 (twice)
- Cardigan, Dyfed**
D class inflatable: June 6, 8 and July 16
- Clacton-on-Sea, Essex**
Atlantic 21: June 22, 29 (three times) and July 26
D class inflatable: July 11 and 17
- Clovelly, North Devon**
Relief 70ft Clyde: June 15 and July 5
70ft Clyde's inflatable: June 5, July 4 and 18
- Conwy, Gwynedd**
D class inflatable: June 20
- Courtmacsherry Harbour, Co Cork**
47ft Watson: June 15, July 3 and 13
- Criccieth, Gwynedd**
C class inflatable: June 21, July 12, 20 and 21
- Cromer, Norfolk**
D class inflatable: July 13, 23, 24, and 28
- Cullercoats, Tyne and Wear**
C class inflatable: June 8, July 13 (twice) and 14
- Donaghadee, Co Down**
52ft Arun: June 22, July 11, 26 and 27
- Douglas, Isle of Man**
46ft 9in Watson: June 5, 14, 28 and July 24
- Dover, Kent**
50ft Thames: June 3, 15 (twice), 29 (three times), July 17 and 31
- Dunbar, East Lothian**
D class inflatable: June 21 and July 19
- Dungeness, Kent**
37ft 6in Rother: June 3 and July 29
- Dun Laoghaire, Co Dublin**
D class inflatable: June 8 and July 27
- Dunmore East, Co Waterford**
Relief 44ft Waveney: June 2, July 13 and 26
- Eastbourne, East Sussex**
37ft 6in Rother: June 7 and 8
D class inflatable: June 7 (twice), 8, 21, 29 (three times), July 2, 4, 6, 16 and 28 (twice)
- Exmouth, South Devon**
33ft Brede: June 16
D class inflatable: June 8, 26 (seven times), 29, July 8, 19 (twice), 28 and 30
- Falmouth, Cornwall**
52ft Arun: June 18, 20 (twice), 29 and July 22
- Filey, North Yorkshire**
D class inflatable: June 2, July 7 (twice), 13, 16, 23 (twice), 27 and 31
- Fishguard, Dyfed**
52ft Arun: June 6 and 23
- Flamborough, Humberside**
37ft Oakley: June 8
- Fleetwood, Lancashire**
44ft Waveney: July 5, 16 (twice), 26 and 31
D class inflatable: July 30
- Flint, Clwyd**
D class inflatable: June 5 and 26
- Fowey, Cornwall**
33ft Brede: June 11, 12, 21 and 26
- Galway Bay, Co Galway**
48ft 6in Solent: June 1, 12, 14, 17 and July 11
- Girvan, Ayrshire**
33ft Brede: June 20, July 6, 29 and 31
- Great Yarmouth and Gorleston, Norfolk**
44ft Waveney: June 16
Atlantic 21: June 3, July 17 and 27 (twice)
- Hartlepool, Cleveland**
Atlantic 21: June 29, July 16 and 27
- Harwich, Essex**
44ft Waveney: July 22
Atlantic 21: June 20, 28, July 4, 7, 14, 17, 19, 20, 23 and 29 (twice)
- Hastings, East Sussex**
37ft Oakley: July 14
D class inflatable: June 6 (twice), 20 (twice), 28 (twice), 29 July 4, 8 and 10
- Haying Island, Hampshire**
Atlantic 21: June 7 (twice), 8, 15, 29, July 10 and 24 (twice)
- Helensburgh, Dunbartonshire**
Atlantic 21: June 7, 11, 15, 20, 25, July 7, 21, 26 and 30
- Holyhead, Gwynedd**
47ft Tyne: June 3 (twice), 9, 17, 21, July 22 and 30
D class inflatable: June 6 and July 2
- Horton and Port Eynon, West Glamorgan**
D class inflatable: June 8, 29, 30, July 1, 13 (twice), 21 and 29
- Howth, Co Dublin**
Relief 47ft Watson: June 2 and July 16
D class inflatable: June 2 and July 7
- Humber, Humberside**
54ft Arun: June 15, 22, 23 (twice), July 9, 13, 25, 26 and 31
- Hunstanton, Norfolk**
Atlantic 21: June 3, July 2 and 13
- Ilfracombe, North Devon**
37ft Oakley: July 22
- Inver Gordon, Ross-shire**
33ft Brede: July 14 and 16 (three times)
- Islay, Argyllshire**
Relief 52ft Barnett: June 12, 22 and July 17 (twice)
- Kilmore, Co Wexford**
37ft Oakley: July 5 (twice)
- Kinghorn, Fife**
C class inflatable: July 4
- Kippford, Kirkcudbrightshire**
D class inflatable: June 1
- Largs, Ayrshire**
Atlantic 21: June 1, 8 (twice), 15, 19, 21 (twice), 22 (four times), 30, July 16, 23, 27 (twice) and 29
- Lerwick, Shetland**
52ft Arun: June 28 and July 19
- Little and Broad Haven, Dyfed**
D class inflatable: July 5 and 24
- Littlehampton, West Sussex**
Atlantic 21: June 12, 14 (twice), 16, 18, 20, 21 (four times), 22, 24, 28 (three times), 29 (twice), July 4, 6, 15, 19, 20 (four times), 27 (twice) and 31
- Littlestone-on-Sea, Kent**
Atlantic 21: June 7, 8, 17, 29, July 4 and 26
- The Lizard-Cadgwith, Cornwall**
48ft 6in Oakley: June 20
- Llandudno (Orme's Head), Gwynedd**
D class inflatable: June 23
- Lochinver, Sutherland**
48ft 6in Solent: June 14, 29 and July 14
- Lowestoft, Suffolk**
Relief 46ft 9in Watson: June 20
- Lyme Regis, Dorset**
Atlantic 21: June 17, July 15 (twice) and 20
- Lymington, Hampshire**
Atlantic 21: June 10, 20, 21 (twice), July 6, 8, 14, 21 and 31 (twice)
- Lytham St Annes, Lancashire**
47ft Watson: June 26 and July 25
D class inflatable: June 4, 17, July 6 and 27
- Mablethorpe, Lincolnshire**
D class inflatable: June 8, 13, July 2, 5, 13 and 29
- Mallaig, Inverness-shire**
52ft Arun: June 15, 22 and 28
Relief 52ft Arun: July 24
- Margate, Kent**
Relief 37ft Oakley: July 26
D class inflatable: June 14, 15, 21, 28, July 4, 24 and 31
- Minehead, Somerset**
Atlantic 21: June 1, 5, 14, 20, 27, 29 (twice), July 3, 10, 11, 20 (twice), 22, 26 and 31
D class inflatable: June 1, July 3, 20 and 26
- Moelfre, Gwynedd**
D class inflatable: July 13, 17 (twice) and 30
- Montrose, Angus**
48ft 6in Solent: June 29 and July 15
- Morecambe, Lancashire**
D class inflatable: June 14 and 25
- Mudford, Dorset**
C class inflatable: June 7, 14 (twice), 29, July 17 (twice) and 23
- The Mumbles, West Glamorgan**
47ft Tyne: June 9, July 20, 22 and 23
D class inflatable: June 26 (twice), 27, 28 and July 21
- Newbiggin, Northumberland**
Atlantic 21: June 29
- New Brighton, Merseyside**
Atlantic 21: July 1 and 25
- Newcastle, Co Down**
37ft Oakley: June 7 and July 17

Newhaven, East Sussex
52ft Arun: June 2, 20, 28, 29 (three times), 30, July 1, 2, 27 and 29

Newquay, Cornwall
C class inflatable: June 15 (twice), 26 (twice), 28, July 9, 22, 23 and 27

New Quay, Dyfed
37ft Oakley: June 18
D class inflatable: June 25 and July 19

North Berwick, East Lothian
D class inflatable: July 10

North Sunderland, Northumberland
37ft Oakley: June 5 and 15

Oban, Argyllshire
33ft Brede: June 3, 14, July 6, 10 (twice), 13, 19, 20 and 27 (twice)

Peel, Isle of Man
Atlantic 21: June 19, 23 and July 25

Penarth, South Glamorgan
D class inflatable: June 18 and July 24

Penlee, Cornwall
52ft Arun: June 12

Peterhead, Aberdeen
48ft 6in Solent: June 7, 17 and July 8

Plymouth, South Devon
44ft Waveney: June 22 and July 24

Poole, Dorset
33ft Brede: June 16, 22, 23, 28, 29 (twice), July 1, 5 (twice), 6 (twice), 8, 19, 23, 26 (four times) and 27
Boston Whaler: June 16, July 23 (twice) and 24
D class inflatable: June 22 (twice), 26, 28, July 1, 2, 5, 6 (twice) and 13

Portaferry, Co Down
Atlantic 21: July 12 and 13

Porthcawl, Mid Glamorgan
D class inflatable: June 6, 15, 29 and July 30

Porthdinllaen, Gwynedd
47ft Watson: July 29

Port Isaac, Cornwall
D class inflatable: June 14, 27 and July 28

Portrush, Co Antrim
Relief 52ft Arun: June 19, July 22 and 23

Portsmouth (Langstone Harbour), Hampshire
D class inflatable: June 5, 7, 21, July 16 and 20 (twice)
Atlantic 21: June 8 (three times), 15, 21, 23, 29, July 2, 6, 20 (twice), 27 and 29

Port St Mary, Isle of Man
54ft Arun: June 28

Queensferry, West Lothian
Atlantic 21: June 30

Ramsey, Isle of Man
37ft Oakley: June 5 and 29

Ramsgate, Kent
44ft Waveney: July 7, 13, 19 and 23
Atlantic 21: June 2, 8, 14, 19, 26, July 12, 21 and 25

Red Bay, Co Antrim
D class inflatable: June 21, 22 (twice) and July 21

Redcar, Cleveland
Atlantic 21: June 7, 8, July 27 and 29
D class inflatable: July 27 and 29

Rhyl, Clwyd
D class inflatable: June 7 (twice), 8 (three times), 15, July 6 and 30

Rosslare Harbour, Co Wexford
52ft Arun: June 2
Relief 52ft Arun: July 20 and 25

Rye Harbour, East Sussex
D class inflatable: June 15 (twice)
C class inflatable: June 21

St Abbs, Berwickshire
Atlantic 21: July 7

St Agnes, Cornwall
D class inflatable: June 15, 24 and July 13

St Bees, Cumbria
C class inflatable: June 3, 15, 17 and 22

St Catherine, Channel Islands
C class inflatable: June 26, 28, 29 and July 17

St David's, Dyfed
48ft 6in Oakley: July 18 and 24

St Helier, Channel Islands
44ft Waveney: June 15, July 17, 23 and 28

St Ives, Cornwall
C class inflatable: June 6
D class inflatable: July 13, 26 and 31

St Mary's, Isles of Scilly
Relief 52ft Arun: June 10, 21 (three times), July 26 and 30

Salcombe, South Devon
47ft Watson: July 11
Relief 47ft Watson: July 29

Scarborough, North Yorkshire
D class inflatable: June 21 and July 15

Selsey, West Sussex
Relief 47ft Tyne: June 10 (twice), 17, July 20, 27

and 29
D class inflatable: June 17, 22, July 26, 27 (twice) and 31

Sheerness, Kent
44ft Waveney: June 14, 21, July 13, 14 and 23
D class inflatable: June 8, 15 (three times), 28, July 5, 14, 20, 23 (twice), 26 and 28

Sheringham, Norfolk
D class inflatable: June 23, July 7 and 9

Shoreham Harbour, West Sussex
37ft 6in Rother: June 29
47ft Watson: July 23
D class inflatable: June 14 (five times), 20 (twice), 21, 26, 29 (five times) and July 27

Silloth, Cumbria
Atlantic 21: June 11, 12 and 24

Skegness, Lincolnshire
37ft Oakley: June 9
D class inflatable: June 9, 26, July 8 and 16

Skerries, Co Dublin
D class inflatable: June 1, 2, 15, 22 (twice), July 1, 16, 21 (twice) and 22

Southend-on-Sea, Essex
Atlantic 21: June 1, 7, 14 (twice), 15 (three times), 19, 20, 21 (three times), 22 (twice), 26 (twice), 28 (three times), July 4 and 16
D class inflatable: June 15, 20 (twice), 26 (four times), 27, 28, 29 (twice), 30 (twice), July 4, 28 and 29

Southwold, Suffolk
Atlantic 21: July 17 (twice) and 22 (twice)

Staithes and Runswick, North Yorkshire
Atlantic 21: June 15

Stornoway (Lewis), Ross-shire
52ft Arun: June 28 (twice) and July 17 (twice)

Stranraer, Wigtownshire
D class inflatable: July 15 and 31

Stromness, Orkney
52ft Arun: July 11

Sunderland, Tyne and Wear
Relief 46ft 9in Watson: June 12, 29 and July 22
D class inflatable: June 5, July 6, 7, 15, 22 and 25 (twice)

Swanage, Dorset
37ft 6in Rother: June 7 (three times), 8, 15, 29, July 5 (three times), 13, 19 and 20

Teesmouth, Cleveland
47ft Tyne: June 8, 29, July 15, 23 and 29

Tenby Dyfed
46ft 9in Watson: June 8, 16, 19, 21, July 18 and 26
D class inflatable: June 8, 12, 19, 26, July 2, 5, 13 (twice), 22, 26 (twice), 27 (twice), 29 (twice) and 31

Thurso, Caithness
48ft 6in Solent: June 15

Tighnabruaich, Argyllshire
D class inflatable: June 1, 26, July 6, 8, 19 and 21 (twice)

Torbay, South Devon
54ft Arun: June 10, 16, 29, July 9, 13 and 22 (twice)

Tramore, Co Waterford
D class inflatable: June 1, July 20 and 26

Trearddur Bay, Gwynedd
D class inflatable: June 21, July 3, 10 and 17

Troon, Ayrshire
44ft Waveney: June 3, 4, 8, 15, 30 (twice), July 1 and 27

Tynemouth, Tyne and Wear
D class inflatable: July 26

Valentia, Co Kerry
52ft Arun: June 12, July 2, 11, 16, 19 and 26

Walmer, Kent
37ft 6in Rother: July 5 and 31
D class inflatable: July 6, 12 and 27

Walton and Frinton, Essex
48ft 6in Solent: June 15, 22, 29, July 10 and 26

Wells, Norfolk
D class inflatable: June 29 and July 17

West Kirby, Merseyside
D class inflatable: June 7 and July 16

West Mersea, Essex
Atlantic 21: June 15 (three times), 17, July 14, 23 (twice) and 31

Weston-super-Mare, Avon
Atlantic 21: June 2, 8, 22, 26, July 4, 8, 20 and 23
D class inflatable: June 8, 13, 18, 20, 22, 26 and July 23

Weymouth, Dorset
Relief 52ft Arun: June 6, 9, 16, 17, 20, 26 (twice), 27, July 5, 26 and 30

Whitby, North Yorkshire
44ft Waveney: June 5, 23 and July 28

Whitstable, Kent
Atlantic 21: June 10, 25, 26, 29 (twice), July 9 and 13

Wick, Caithness
48ft 6in Oakley: June 6, July 26 and 27

Wicklow, Co Wicklow
42ft Watson: June 9, 23, 29 and July 27

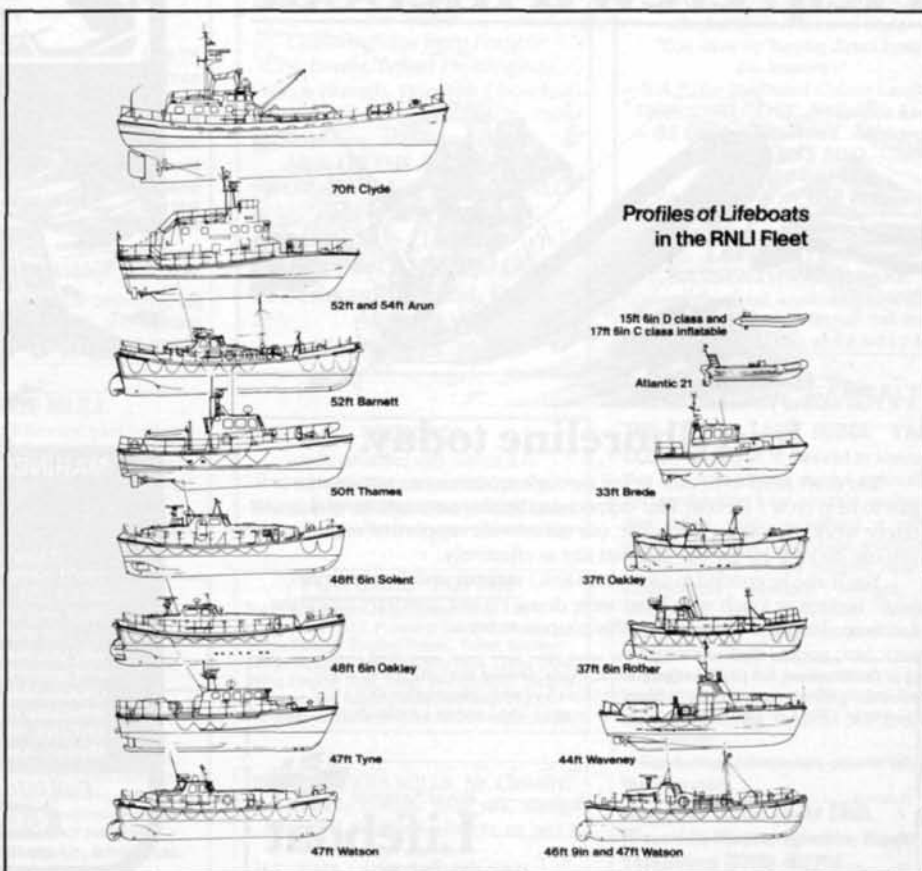
Withernsea, Humberside
D class inflatable: June 17

Workington, Cumbria
47ft Watson: June 21

Yarmouth, Isle of Wight
52ft Arun: June 9, July 16, 25, 26 and 31 (twice)

Youghal, Co Cork
Atlantic 21: June 8, 24, July 10 and 26

On Passage
52ft Arun ON 1100: July 11



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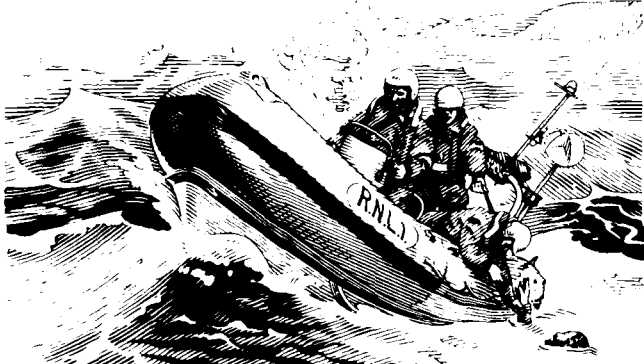
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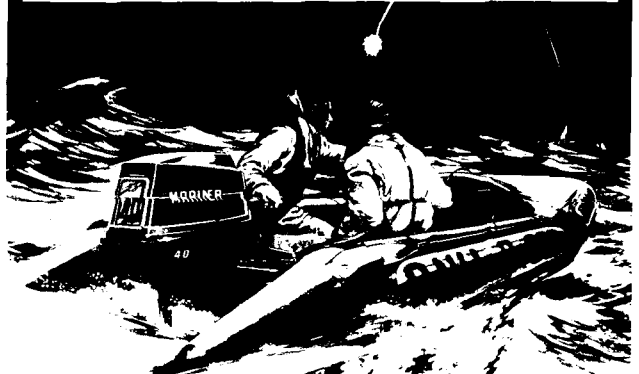
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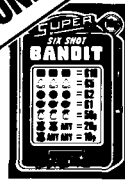
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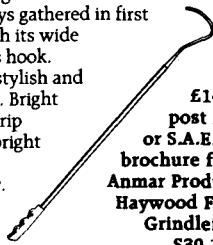
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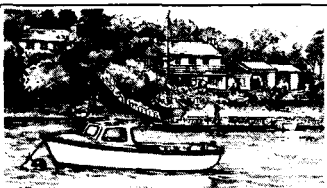
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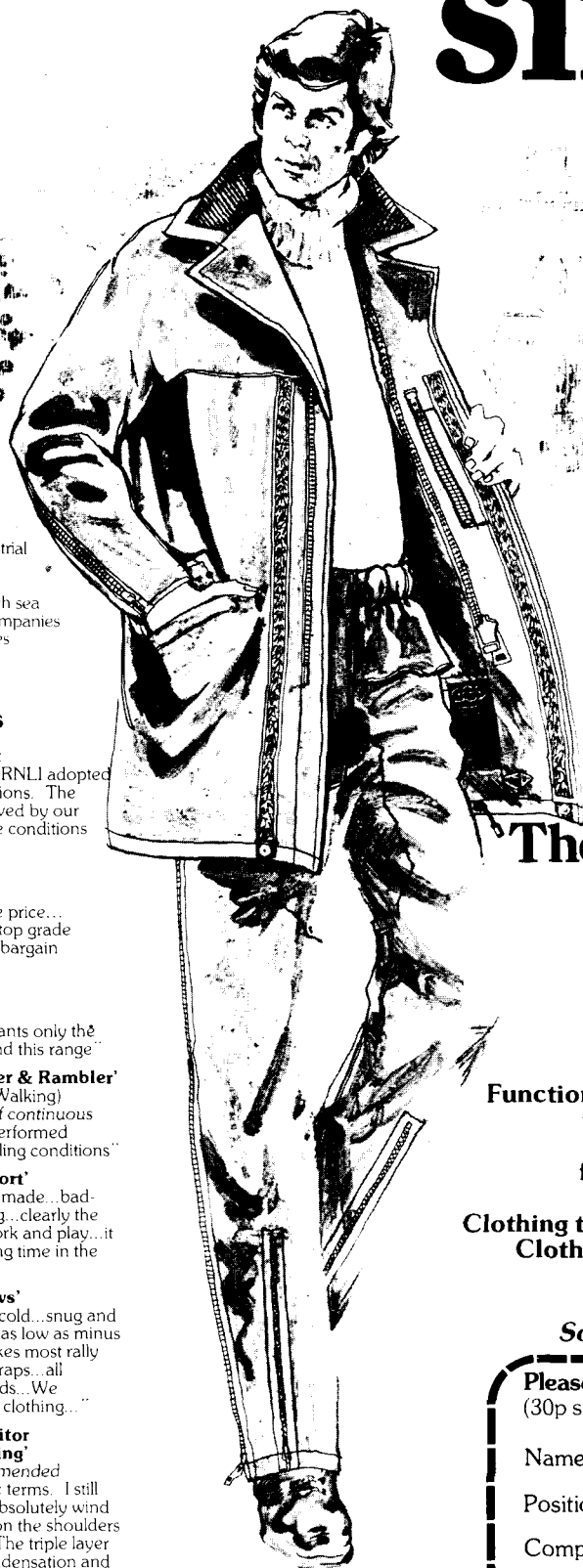
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