

# The Lifeboat



Summer 1987

Annual presentation of awards

30p

A landmark for the RNLI's journal

Llandudno and Conwy in focus







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### Volume L Number 500

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### COVER PICTURE

Hats off for the medallists! Pictured on board Galway Bay lifeboat Roy and Barbara Harding before this year's annual presentation of awards are those who received medals from HRH the Duchess of Kent. Left to right: John Pavitt, Stephen Shaw, Martin Harwood, Robert Maiden, Mrs Anne Hogg (on behalf of her husband John) and Ian Stringer. The photograph is by Maggie Murray.

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**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.

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

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Coxswain Derek Scott BEM holds the freedom scroll presented to The Mumbles station by Swansea City Council. Looking on is the Lord Mayor, Mrs Lilian Hopkin.  
photograph by courtesy of Western Mail and Echo

### Freedom of Swansea

The officers, committee and crew of The Mumbles lifeboat station were honoured with the Freedom of the City of Swansea on April 23, 1987, when the Lord Mayor of Swansea, Councillor Mrs Lilian Hopkin, presented the freedom scroll to Dr A. J. R. Hudson, chairman of the station branch.

Coxswain Derek Scott BEM presented the council with one of his marine paintings and Captain Ken Carstens, the station honorary secretary, presented an RNLI shield to the City.

### Men of the Year

Sixteen of the RNLI's most decorated lifeboatmen attended a dinner to mark the 21st anniversary of the Men of the Year Award, at the Royal Lancaster Hotel, London on March 19.

The award, presented by the Royal Association for Disability and Rehabilitation (RADAR) has gone to 20 lifeboatmen during the past 21 years.

Three of the 16 who attended the anniversary dinner hold the gold medal, 12 silver medals and nine bronze, as well as countless other bravery awards.

Those attending were Keith Bower (ex-Torbay), Michael Scales



Three gold medallists were among those attending the dinner to mark the 21st anniversary of the Men of the Year Award. Left to right they are: Keith Bower, former second coxswain Torbay; Michael Scales, former coxswain of St Peter Port lifeboat and Superintendent Coxswain Brian Bevan, of the Humber lifeboat.

# RNLI NEWS

## NEWS POINT

### TRAINING MILESTONE

The days of oar and sail, when the most knowledge needed by lifeboatmen was that of local winds and tides, sandbanks and rocks, are as remote from the modern fleet as could be.

Now, we send our lifeboat crews—no less courageous than their forebears—to sea in fast, efficient craft, bristling with new technology and designed to achieve that saving of life as quickly and competently as possible.

The crews themselves, drawn from a much wider range of backgrounds and professions than of old, are encouraged to become as skilled in the techniques of life-saving and to acquire as much knowledge of the modern lifeboat's equipment as they can.

To this end, the RNLI's training staff have for some time been on the road, visiting coastal stations with specially equipped training caravans.

Now, with the opening in May by Sir Peter Walters, chairman of British Petroleum, of the new training centre at Poole, another milestone has been reached along the road of progress in improving the efficiency of the lifeboat service.

For future generations of life-savers and for those they save, the importance of this new facility cannot be over-emphasised.

Today's lifeboatmen may be volunteers and the RNLI itself run on an entirely voluntary basis, but lifeboat crews are professionals and the RNLI will always look for ways to ensure that they provide the most effective service possible.

(ex-Guernsey), Brian Bevan (Humber), Derek Scott (ex-The Mumbles), Eric Offer (Dun Laoghaire), Alf Pavey (ex-Weymouth), George Leith (ex-Lerwick), Barry Pike (Torbay), Dr. Peter Davey (Hastings), David Kennett (Yarmouth, Isle of Wight), Kenneth Voice (ex-Shoreham Harbour), Charles Bowry (ex-Sheerness and Portpatrick), Keith Willacy (ex-Morecambe), Arthur Hill (Largs), Donald McKay (Wick) and Ronald Cannon (Ramsgate).



### Training centre opens

Sir Peter Walters (pictured above), chairman of British Petroleum, visited Poole in May officially to open the RNLI's new training centre.

BP's generous gift of £60,000 paid for the fitting out of the centre as well as the costs of all crew training in Poole in 1987.

He and other company representatives were shown around the new centre and the rest of Poole headquarters and depot by the director, Rear Admiral W. J. Graham, who thanked Sir Peter for BP's involvement.

In 1976, the company provided a 54ft Arun class lifeboat *BP Forties* for Aberdeen and has supported other lifeboat appeals.

The training centre's up-to-date facilities include a large lecture room with overhead projectors and other audio visual aids and a video edit suite for the production of training films.

Every lifeboat crew receiving a new lifeboat over ten metres will attend the centre for a week's training to include classroom work and practical experience at sea on the new lifeboat.

The RNLI already uses mobile training units which visit stations all round the coast, to train crews in the use of radio and radar.

Crews of Atlantic 21 class lifeboats receive a rigorous week's training course at the Cowes Base, Isle of Wight, and five Atlantic 21's with crews from Lymington and Falmouth in training arrived from Cowes in time for the opening ceremony.

Moored alongside the depot quay was the RNLI's newest 47ft Tyne class lifeboat, *The Lady Rank*, awaiting her crew from Angle, who were at the training centre for a week in June.

## 41 Club cheque

The Duke of Atholl, chairman of the RNLI, attended the 42nd annual conference of the 41 Club—the Association of ex-Round Tablers—at the Bournemouth International Centre in April and was presented with a cheque for £30,000 by the club's retiring president, Mr Andy Wallace. The money will fund two 16ft D class lifeboats.

There were 800 delegates at the two-day conference. Members of 41 Club chose the RNLI as the charity to benefit from various fund raising events, when they met for their 41st birthday conference in Blackpool last year.

Commenting on the gift, Anthony Oliver, the RNLI's head of fund raising said: "It is most generous of the 41 Club to celebrate its birthday by giving the RNLI a present. This cheque represents an enormous amount of hard work by the 41 Club members and we are sincerely grateful to them."



The Duke of Atholl (centre) with (from left) Andy Wallace, past president, Mrs Frank Bull, Mr David Woodworth and new president Mr Frank Bull.  
photograph by courtesy of Southern Evening Echo



## IN BRIEF

Two new members have been elected to the committee of management of the RNLI. They are Professor Sir Gordon Robson CBE, FRCS, FFARCS and Air Vice Marshal John Tetley CB, CVO. Mrs Alison Saunders, already a member of the CoM, has been elected deputy chairman of the RNLI's fund raising committee.

To commemorate the centenary of the RNLI's consulting engineers, Messrs Lewis and Duvivier, the deputy director and chief of operations, Lt Cdr Brian Miles presented the company's Mr F. L. Terrett with a plaque at a reception at Poole headquarters on March 10. The company has since merged with Messrs Posford Pavy and Partners and will in future be known as Posford Duvivier.

Arbroath branch of the RNLI has been awarded the Arbroath Civic Society Award for 1987, following the extension to its new inshore lifeboathouse. The project was judged to enhance the townscape of Arbroath. The award was presented by Lord Muirshiel, chairman of the Civic Society in Scotland at a ceremony in Arbroath Library on April 27.

Central London collectors who opened a box used outside Victoria Station on flag day this year were surprised to find inside four Krugerands

—valued at between £250 and £260 each. Mrs Sukey Agar, chairman of Central London Ladies' Committee, said a fifth Krugrand had been given to a collector in Piccadilly, boosting the flag day total to £21,000.

Workington lifeboat *Pentland Civil Service 31*, a 47ft Watson class, had its second narrow escape in two years when 100ft of dock wall collapsed some 50ft away from her stern on February 17. Two years ago a similar collapse occurred close to the boat's bows.

An unusual "rescue" took place at Hunstanton, Norfolk on May 1, when the RNLI's launching tractor was called upon to haul a Royal Navy Bomb Disposal Unit Land-Rover out from the mud, where it had become stuck.

## Royal wish fulfilled

When Her Royal Highness Princess Anne named Southend-on-Sea's new Atlantic 21 rigid inflatable lifeboat last May, she confided in broadcaster Raymond Baxter, chairman of the RNLI's public relations committee, that she would like to go to sea in one.

Her wish came true on Sunday, June 7 when, accompanied by her son, 10-year-old Master Peter Phillips, she visited Lymington lifeboat station and spent half an hour at sea on board the *Frank and Mary Atkinson*, taking the controls under the supervision of senior helmsman Alan Coster.

During her visit, the Princess Royal, as she became soon afterwards, accepted a cheque for £50,000 from Mr and Mrs Atkinson, donors of the Lymington boat bearing their names. The Atkinsons have now funded three Atlantic 21s.

Princess Anne spent several minutes chatting with members of the crew and officials of Lymington lifeboat station before boarding the *Frank and Mary Atkinson* for the exercise in the Solent.

Calshot lifeboat, the 33ft Brede *Safeway*, exercised with a Royal Navy Wessex SAR helicopter from Lee-on-Solent while the Royal party was at sea.



Lifeboats from Sweden and Norway visited Poole in May on their way to the 15th International Lifeboat Conference at La Coruna, Spain (a full report of which will appear in the Autumn journal). Pictured (left) are Norway's Skomvaer III, Sweden's Marjit Enjeullan and the 52ft Arun Roy and Barbara Harding, allocated to Galway Bay.



# LIFEBOAT SERVICES



South East Division

## Film men rescued



### BRONZE MEDAL

FILMING OF A STUNT for the latest James Bond film at Beachy Head, East Sussex, on Tuesday, December 9, 1986, took a dramatic turn when a 17ft outboard-powered Dory, recovering equipment from beneath the cliffs, capsized, pitching its three-man crew into the sea.

The stunt being filmed involved catapulting a Land Rover from the clifftop into the water and it was at 1400 that Coastguard Sector Officer Graham Russell, present for safety observation, was told to clear the cliff edge for an immediate "shooting".

Within minutes he was informed of the capsize by a film crew member and returned immediately to the cliff edge, where he sighted the Dory's three male occupants in the water and clinging to the upturned boat as it was driven towards the base of the cliffs.

The weather was fine, wind westerly force 4, but a strong breeze force 6 had abated only that morning, leaving a heavy sea and swell. High water was expected at 1729.

Sector Officer Russell tried to alert the film crew's chartered safety launch *Trinitas* on VHF Channel 16, but was told it was guarding Channel 37 in company with the back-up film vehicle parked some 200 yards from the cliff edge.

While contact was being made by the film crew, Sector Officer Russell alerted Dover Coastguard, asking for urgent lifeboat assistance and at 1417 the **Eastbourne** honorary secretary agreed to launch the station's 16ft D class inflatable lifeboat, *Humphrey and Nora Tollemache*.

Unavoidable transport problems delayed the third crew member and so the lifeboat launched from the beach at 1429 with a crew of two, as it was decided that with three people in the water speed was essential.

The lifeboat travelled westward at full speed and VHF radio contact was established with Sector Officer Russell,



*The drama unfolds at Beachy Head.*

photograph by courtesy of *Eastbourne Herald*

who made every effort to direct the lifeboat through the increasingly rocky and shallow area—breaking seas and surf making navigation hazardous.

Some 400 yards east of the lighthouse, Helmsman Ian Stringer veered his craft towards the shore. Crew Member Derek Tucker released the anchor and tended the cable, joining on an extra length provided for such services, as the helmsman drove astern into increasingly confused and breaking seas.

Closing to within 100 yards of the shore, the lifeboat struck the rocks twice, stalling the engine, which was then stopped and tilted to avoid damage.

Paddling was found to be impossible and Helmsman Stringer decided to go overside and tow the lifeboat shorewards, while Crew Member Tucker veered more cable.

The three survivors were found to be unhurt but bruised. Despite Helmsman Stringer's appeals to them to board the lifeboat, the owner refused to leave the Dory and so the four men righted the boat and collected equipment.

The incoming tide had now made the narrow beach untenable and after again pleading unsuccessfully with the men to join him, Helmsman Stringer reboarded the lifeboat. Crew Member Tucker hauled in the considerable length of

anchor warp until clear water allowed the engine to be restarted.

Following a severe squall warning from Solent Coastguard, Helmsman Stringer moved the lifeboat further to the west for a second landing attempt. Similar conditions were experienced as the anchor was dropped again and the lifeboat veered shorewards. Foul ground again led to the engine being tilted and Helmsman Stringer once more "walked" ashore, drawing the lifeboat to a position close by the swamped Dory.

The survivors still insisted they would only board the lifeboat if an attempt was made to save the Dory and Helmsman Stringer, concerned with the increasing height of breaking seas—now estimated at six to eight feet—agreed.

A tow was connected and the lifeboat hand-hauled into deeper water before starting the engine. As the Dory moved under tow, a heavy sea washed out all the salvaged equipment and the casualty became jammed in the rocks. Without further reference, Helmsman Stringer cut the tow, but a sea struck the lifeboat and he was thrown across the boat, breaking the VHF whip aerial as he fell.

At 1600, with the emergency aerial rigged, the lifeboat proceeded to the *Trinitas* and transferred the three survivors, who thanked the RNLI crew. The

lifeboat returned to station at 1620, the boat being rehousing and refuelled, ready for service at 1815.

Following this service, Helmsman Ian Stringer was awarded the RNLI's bronze medal for gallantry, in recognition of his leadership and strength of purpose throughout.

For the support given to his helmsman and for the extreme physical effort displayed in veering cable twice, Crew Member Derek Tucker was presented with the thanks of the RNLI on vellum.

A letter of thanks, signed by Lt Cdr Brian Miles, deputy director and chief of operations, was sent to Sector Officer Graham Russell, for his help during this service.

## South West Division

### Steering damaged



#### BRONZE MEDAL

AUGUST BANK HOLIDAY MONDAY, 1986 found the Channel Islands in the grip of a southerly force 10 storm, which had earlier swept across most of the rest of Britain.

At 1935 St Peter Port Radio alerted the station honorary secretary of Alderney lifeboat station that a yacht, believed to have eight people on board, was broadcasting a MAYDAY appeal from a position three miles north east of the island.

The maroons were fired and five minutes later Alderney lifeboat *Foresters Future*, a 33ft Brede class boat built in 1983, slipped her moorings and headed out to sea. The quick launch was achieved because the second coxswain had heard the MAYDAY and alerted the coxswain.

At 1945 the lifeboat called the casualty to try to fix her position, but the all-German crew, able only to speak their native language, did not understand the message. An unknown radio



Alderney's second coxswain Martin Harwood, awarded the bronze medal



RNLI *Foresters Future*—Bank holiday drama

photograph by courtesy of Brian J. Green

station then called the casualty in German, asking for a long count to be given on channel 16, to determine the yacht's position by the use of VHF direction finding bearing. The position line obtained indicated that the yacht was south east of Quenard light.

During these early minutes the lifeboat remained in the lee of the land, where the weather was southerly force 8, with a moderate sea, overcast sky and squally showers. The tide was running with a very slight ebb. Having fixed the yacht's position, Coxswain Shaw took his boat out from the shelter of the island to meet the full force of the storm.

He took a line north and east of Alderney, before heading south towards the casualty. There were frequent squalls, with seas breaking on top of a 25ft swell, outside the normal operating limits of the lifeboat.

The casualty's lights were sighted when approximately a quarter of a mile ahead of the lifeboat. The 34ft ketch *Seylla II* was found to the east of Race Rock in heavy overfalls, broadside to the sea, her bow facing west and her steering damaged.

The lifeboat circled the yacht and Coxswain Shaw could see that an attempt had been made to rig jury steering and that there was also a lot of rope trailing on the casualty's lee side.

This meant that any attempt to go alongside would have to be made from up sea and wind.

The language problem did not help and Second Coxswain Martin Harwood agreed to be transferred to the *Seylla II* with a portable radio. Mechanic Nigel Rose moved to the upper deck, aft, wearing a helmet, to be in communication with the coxswain.

Assistant Mechanic Mike O'Gorman and Crew Member James McDonald (on his first service) went forward to the starboard bow, where they clipped

themselves to the guard rails while holding Second Coxswain Harwood between them.

The coxswain stood off to watch the wave pattern and then drove *Foresters Future* in towards the casualty. The Brede was picked up by a large following sea, causing the lifeboat to surf down on to the casualty. Coxswain Shaw put both engines full astern and drove the lifeboat back up the wave and through the breaking sea, the wave breaking over the lifeboat.

At the second attempt the second coxswain leapt across to the casualty, just as the lifeboat put her shoulder onto the *Seylla II* and he clung to the shrouds.

As the lifeboat crew made ready the tow, Second Coxswain Harwood established that there were in fact only six people on board the ketch—two men, two women and, asleep below, two children. All were calm and the crew appeared competent.

The inboard diesel engine was working, but the steering was broken, the yacht's wheel turning freely, but with no response from the rudder.

The casualty crew had worked hard rigging jury steering and trailing warps to no avail. Second Coxswain Harwood passed all this information to the coxswain and said that a tow was required. The second coxswain then went out onto the bow of the casualty, cleared away the jib and got ready to receive the tow. Coxswain Shaw approached the casualty, aiming to just clear her bow. He ran down sea and the heaving line was thrown by Crew Member McDonald from the starboard quarter, pulled in by Second Coxswain Harwood. He pulled in the line, followed by the tow line, connected the tow over a roller fairlead to two cleats, using spare line to lash across the top of the rollers to stop the tow jumping out.

He then went aft and started to clear



away the spinnaker pole that was trailing astern, plus a hatch cover that was also trailing.

To reach safety the coxswain had to take the tow down sea and wind. The storm continued unabated and it was now slack water. The tow north was made more difficult as it was found that the *Seylla II*'s rudder was jammed to port. The coxswain headed north east, in an attempt to make a northerly track and the lifeboat crew constantly manned the tow in an attempt to hold the yacht on course and ensuring that the tow did not part.

*Seylla II* constantly sheered off to port, pulling the lifeboat's stern round, putting her beam to sea. During these times the lifeboat's deck was awash to a depth of three to four feet.

Second Coxswain Harwood on the casualty attempted to use a sail bag as a drogue, using timber in an effort to hold the mouth of the bag open.

Coxswain Shaw was concerned as to his position because of the *Seylla II* pulling him to port and Assistant Mechanic O'Gorman was called into the wheelhouse. He waited his chance and when the decks were reasonably clear of water, went inside, put a fix on the chart and showed the coxswain. It was now growing dark.

Coxswain Shaw intended running north until past the harbour, turning the casualty and running into harbour on the leading lights.

At this time the radar failed (it later transpired that a plug had been knocked out of the back of the set) and a course was plotted by the coxswain using Decca, while Mechanic Rose took the wheel.

Course was maintained past the harbour, the leading lights were picked up, the coxswain took the wheel and turned the lifeboat and casualty towards harbour, where she was secured to a mooring.

*Foresters Future* was refuelled and ready for service by 2150.

In his report Lieutenant John Unwin, inspector of lifeboats for the south west division, said that the skilful boat-handling of Coxswain Shaw in the conditions and heroism of Second Coxswain Harwood in leaping across from the lifeboat to the yacht were the main contributory factors in completing the successful service.

Following this service, the bronze medal was awarded to Coxswain

Stephen Shaw and Second Coxswain Martin Harwood. The thanks of the RNLI on vellum goes to Mechanic Nigel Rose, assistant Mechanic Michael O'Gorman and Crew Member James McDonald.

## East Division

### Aground in a storm

THE NOTORIOUS North Scroby Sands, off the Norfolk coast, near Great Yarmouth, claimed another victim on the night of November 18/19, 1986, when the rig tender *Seaforth Conqueror* ran aground there in a south-south-westerly force 10 storm.

She was spotted at 2315 on Tuesday 18 by a member of the public who alerted the coxswain of Caister Volunteer lifeboat, Roland Read. As the tide was falling, the lifeboat *Shirley Jean Adye* (ex-RNLI 35ft 6in Liverpool class) was launched immediately from her carriage, proceeding north at full speed around the Caister sands and then south east to the casualty, arriving at 2336.

The *Seaforth Conqueror* was found to be aground on the North Scroby Sands, heading north west and with the very heavy, short confused seas breaking over her after decks. The wind was south south west force 9 to 10 and the sea state was magnified as they drove onto the shallow water, giving heights of 10 to 15 feet, with continuous blown spray and rain squalls.

The tide was setting north at 1.5 knots.

Coxswain Read was asked by the master of the casualty on VHF to take a line of soundings around the vessel, but the large rise and fall meant that none would show on the echo meter. The *Shirley Jean Adye* took up station west of the casualty, head to the sea in the deeper water, maintaining position.

Meanwhile, at 2321 Yarmouth Coastguard told the honorary secretary of **Great Yarmouth and Gorleston** station of the tender's situation and within 15 minutes the Great Yarmouth and Gorleston lifeboat *Barham*, a 44ft Waveney class, cleared from her pen and proceeded on service.

Once clear of the sheltered launch position, *Barham* met the full force of the seas, but maintained full speed on a northerly course towards the *Seaforth Conqueror*. Twice power had to be taken off (to avoid broaching) as the lifeboat sheered in the rough following seas. The stranded tender, with Caister Volunteer lifeboat standing by, was reached at 0001 on Wednesday, November 19.

Nine minutes later it was decided to abandon the *Seaforth Conqueror* and agreed that Caister lifeboat should take off the crew of eight, leaving the master and chief engineer aboard to close down.



Richard Hawkins  
photograph by courtesy of Yarmouth Mercury

With Gorleston lifeboat illuminating the scene by searchlight and parachute flares and standing by to pick up any survivors lost over the side during the transfer, Caister lifeboat took off the eight crew, clearing the casualty by 0130. During the transfer Coxswain Read and a crew member held the fore and aft mooring ropes, as the 12ft rise and fall meant the ropes could not be made fast.

The remaining crew members helped the survivors aboard via a rope ladder.

Gorleston lifeboat started a run-in from north west of the *Seaforth Conqueror*, with her starboard side to the casualty's starboard side, but twice hit the bottom and had to withdraw astern. Again the *Barham* ran in, but a large sea running over the tender's work deck drove her off and she quickly cleared out astern.

Another attempt proved successful, allowing the casualty's master to get aboard the lifeboat from the ladder. The chief engineer was last to be taken off, having completed the shutting down, and again it took the *Barham* two attempts to run in before the evacuation of the *Seaforth Conqueror* was completed at 0146.

*Barham* returned to Yarmouth at 0230 and was remooed, refuelled and ready for service at 0245. *Shirley Jean Adye* arrived in Yarmouth at 0320, when the remaining survivors were taken ashore. The Caister lifeboat stayed in the river overnight.

Following this service, the thanks of the Institution on vellum was awarded to *Barham*'s Coxswain/Mechanic Richard John Hawkins, and also to Coxswain Roland Read, of Caister Volunteer lifeboat. Vellum service certificates were awarded to the two lifeboat crews, as follows: *Barham* – Second Coxswain David Mason, Crew Members Michael Brown, Geoffrey Wing, Rodney Wells, Patrick Lee, Paul Carter and David Grief; *Shirley Jean Adye* – Crewmen James Weddall, Malcolm Dyble, Colin Richmond, Donald Griffin and Michael Nutt.



Yarmouth and Gorleston lifeboat Barham

## Ireland Division

### Saved 21

GALWAY BAY LIFEBOAT, the 48ft 6in Solent *R. Hope Roberts* slipped her moorings at 0715 on Sunday, November 9, 1986, after the Maritime Rescue Co-ordination Centre at Shannon had alerted the station honorary secretary to the plight of the 2000-ton fishing factory ship *Cornelius Vrolijk*, ashore in a force 8 to 9 gale on Lower Gorumna Island.

With the wind blowing south south east, gusting to force 10, the sea was very rough, waves reaching 20 to 30 feet high on a 20ft swell. *R. Hope Roberts* reached the casualty at 0825 to find the 240ft vessel with her bows on the rocky shore and holed badly, the British oil tanker *Shell Technician* standing by.

The captain of the crippled Dutch factory ship told the lifeboat's Coxswain/Mechanic Bartley Mullin that, with a risk of his vessel sinking, he felt most of the crew should be taken off. Sea conditions at the scene remained rough, with visibility hampered by spray.

Coxswain Mullin reviewed the situation, approached the vessel under her stern and came alongside her port side—a difficult manoeuvre in a confined space, achieved with no damage to the lifeboat.

Here, in the lee of the *Cornelius Vrolijk* 21 crew were taken off, six staying on board to act as navigating party. At 0850 *R. Hope Roberts* headed out to sea and, at Griffin's Spit, just clear of the island, had to contend with breaking seas 30ft high, still on a 20ft swell.

Clearing the bay, Coxswain Mullin headed for Rossaveal, fighting the seas on the starboard bow for most of the way, landing the 21 men at Rossaveal Harbour at 1005.

Meanwhile, the casualty was refloated and, with her pumps running continuously, moved further into Galway Bay until she was beached.

The lifeboat battled through heavy seas to Kilronan and at 1200 was refuelled and ready for service.

For this service the thanks of the Institution on vellum was accorded to Coxswain/Mechanic Bartley Mullin and vellum service certificates to second coxswain Michael Flaherty; assistant mechanic Thomas Kelly; and crew members Martin Fitzpatrick, David Beatty, Patrick Dillane and Seamus Flaherty.

## East Division

### Double rescue

AS MOST PEOPLE were sitting down to their lunch on Sunday, October 19, 1986, Bridlington Coastguard was alerted to a small craft reported to be in trouble off Ulrome. At 1307 the honorary secretary of **Bridlington** lifeboat



Coxswain Bartley Mullin.

station was informed by the coastguard and agreed to an immediate launch of the station's 16ft D class inflatable lifeboat from the beach.

Overcast weather, frequent rain squalls and the wind at west south west force 6, rising to force 8, reduced visibility virtually to nil on the way to the casualty and, once beyond the shelter of the land, the seas became more rough and confused. Helmsman Andrew Brompton had to reduce from full speed as the lifeboat was continually thrown over to port, one heavy sea throwing him off the helm as the boat landed.

The engine fastenings were damaged in this incident, but repairs were quickly effected and passage resumed. Breaking seas filled the lifeboat and visibility was further reduced by the blown spray and rain squalls. A coastguard mobile unit provided VHF radio guidance to the lifeboat and the casualty was located at 1342, drifting and awash about a mile from the shore.

With the wind at west south west force 8, Helmsman Brompton brought the lifeboat alongside the casualty's starboard side and, with Crew Members Clive Rank and Kenneth Smith holding on, the two survivors were taken aboard. A heavy sea lifted the casualty onto the apron of the lifeboat and it had to be thrown bodily clear. The survivors were landed at 1400, the lifeboat being filled with water twice on the run to the shore. Relunched, the lifeboat towed the casualty to the beach, landing it at 1419.

As the tow was being completed, a second casualty was reported in trouble off Skipsea, a mile further south. The lifeboat reached the scene at 1430, the wind having moderated slightly to force 7 and found one survivor sitting astride a small sailing dinghy, unable to make headway. The survivor was too cold and wet to lower the sail and so Helmsman Brompton ran down the windward side of the casualty, enabling his crew to pluck the survivor aboard the lifeboat.

The dinghy capsized while the survivor was being asked how to lower the sail. Helmsman Brompton handed over the helm to Rank and jumped into the water, righting the casualty and dropping the sail before being hauled back aboard the lifeboat.

The casualty was taken in tow and,

with the survivor, landed ashore at Skipsea at 1500.

Five minutes later the lifeboat headed back for Bridlington, arriving at 1615. She was refuelled and ready for service by 1630.

Following this service the thanks of the Institution on vellum was accorded to Helmsman Andrew Brompton and vellum service certificates accorded to Crew Members Clive Rank and Kenneth Smith.

## South East Division

### Injured angler

A RED FLARE in the Bracklesham Bay area was spotted at 1005 on Sunday, December 7, 1986 by **Hayling Island** Crew Member Graham Raines, who advised Solent Coastguard. The station honorary secretary agreed to alert the crew and this was done within four minutes, after an initial problem with the pager signal.

The weather was bad, with a force 5 to 6 southerly wind and poor visibility. High water was predicted at 1535, placing the entire area in shoal waters, with heavy broken seas over the surrounding sandbanks.

At 1018 the station's Atlantic 21 rigid inflatable *Aldershot* launched from the slipway and crossed the harbour at full speed into increasingly heavy seas. Gauging the safe depth of water over East Pole Sands, Helmsman Frank Dunster altered to the south east and took the shorter route over the shoal area.

Seas were breaking irregularly at a height of about six feet, but good speed was maintained despite this and the poor visibility, made worse by the spray.

As the lifeboat cleared the east side of the sands, a 20ft angling boat was sighted close to the shoaling area, its single occupant waving and shouting "injured back". Helmsman Dunster took the lifeboat close alongside the windward side of the casualty, enabling Crew Member David Sigournay to jump aboard the heavily rolling craft.

The middle-aged male occupant was found to be suffering from very severe



Helmsman Frank Dunster.





The Hayling Island  
Atlantic 21

bruising of the head and other bruising to the right arm and back. He was warmly dressed, but did not have a lifejacket. Crew Member Sigournay verified that no-one else was involved and then transferred his own lifejacket to the survivor before attempting to make him comfortable in the small forward wheelhouse.

Next, he manoeuvred the boat clear of the lee shore and shoal area before gently driving the craft to the south, to gain sea room before turning towards the harbour. The beam seas caused more heavy rolling and the survivor was incapable of holding himself steady within the boat.

The Atlantic 21 was staying close by, but Helmsman Dunster decided it was impractical to transfer the survivor in the prevailing conditions.

As the casualty was driven towards the harbour, large stern seas broached her on three occasions, heeling the craft to an angle where Crew Member Sigournay felt convinced she would capsize. The survivor was now showing signs of severe shock or concussion and was incoherent, making the required concentration on safe boat handling very hard.

Evidence of fire in the boat's engine did little to inspire Crew Member Sigournay with confidence in its reliability, but he felt it was imperative to make best possible speed to get professional help for the survivor.

The *Aldershot* remained close astern in case of urgent need to rescue both men. By 1050 the casualty was safely within the harbour and moored by the sailing club. The survivor was transferred ashore to a waiting ambulance via the Atlantic 21 and thence to Portsmouth Hospital. The *Aldershot* was refuelled and ready for service at 1130.

Following this service, in recognition of his seamanship and expert boat handling aboard a strange and unreliable craft, Crew Member David Sigournay was accorded the thanks of the Institution on vellum.

Helmsman Frank Dunster and Crew Member Jonathan Bradbury were awarded vellum service certificates.

## South West Division

### Leapt to the rescue

THE STORMS WHICH SWEEPED ACROSS THE English Channel on August Bank Holiday Monday, 1986, continued unabated the next day and it was towards the end of the afternoon on Tuesday, August 26 that a yacht in Alderney Harbour reported seeing the 25ft sloop *Gypsy Rover* adrift and heading out to sea on an ebbing tide.

Spray was being blown at least 100ft above the Admiralty Breakwater, the outer end of which is submerged for a distance of 400 yards.

This submerged breakwater, with a westerly wind and an ebbing tide, creates very high breaking seas which roll across the harbour and crash against Bibette Head.

The maroons were fired and *Alderney's* 33ft Brede class lifeboat *Foresters Future* slipped her moorings at 1623, proceeding at full speed under the command of Coxswain Stephen Shaw. As he approached the casualty, Coxswain Shaw realised he had little time to assess the situation as the *Gypsy Rover* was being carried by the tide—ebbing at three knots—further into 20 ft breaking seas.

Second Coxswain Martin Harwood also realised the urgency of the situation and agreed to jump on board the casualty. All the crew, with the exception of the second coxswain, went inside the wheelhouse and strapped in. Second Coxswain Harwood positioned himself on the port quarter.

As the lifeboat approached the *Gypsy Rover*, her elderly owner could be seen hunched in the stern.

Coxswain Shaw drove *Foresters Future* towards the yacht and, as he came close, Second Coxswain Harwood seized the chance and threw himself across the gap, landing across the boom as the lifeboat backed off astern.

As the second coxswain clung to the boom an exceptionally large sea rolled the yacht on her starboard side, but she righted herself just as Coxswain Shaw was getting ready to run in and rescue both men.

Second Coxswain Harwood went to the yacht's cockpit where he found the elderly man, wearing no lifejacket and apparently with little idea of what was happening. The yacht's hatchcover was open and the washboards were out, making the *Gypsy Rover* liable to fill with water and sink at any time.

Martin Harwood told the survivor to put on a lifejacket, closed the hatchcover and went forward to get ready to receive the tow before returning aft to man the tiller.

Coxswain Shaw had very little sea room in which to manoeuvre and had to nurse the yacht to port and then clear of the 20ft breaking seas. This he did by running across the *Gypsy Rover's* bow, putting *Foresters Future* beam to sea and taking the top off the wave before it struck the yacht.

The yacht was taken to port, ran down sea for a short while and then returned to harbour, returning some 17 minutes after setting out.

Twice the day before *Foresters Future* had been out in the same storm, once to the aid of the 34ft ketch *Seylla II* (see report on page 150) and that night in search of a missing yacht, found on rocks, but with her occupants all safe. The service to the *Gypsy Rover* was therefore the third within 24 hours in conditions outside the operating limits of the Brede.

Following this service, the thanks of the RNLI on vellum have been accorded to Coxswain Stephen Shaw, in recognition of his skill in very heavy seas close to the casualty and to Second Coxswain Martin Harwood for his courage in boarding the casualty and for his cool, competent manner when on board.

Vellum service certificates go to the other members of the crew, Mechanic Nigel Rose, Assistant Mechanic Michael O'Gorman and Crew Members Graham Fisher and Johnathan Postlethwaite.

## Scotland North Division

### Grim search

WHEN A British International Airways Chinook helicopter, with 47 people on board had to ditch in the sea, two miles east of Sumburgh Head on the morning of November 6, 1986, a full scale search and rescue operation was launched.

Among the first to respond was *Lerwick* lifeboat *Soldian*, the 52ft Arun class boat casting off at 1148, 11 minutes after the alarm was first raised by Shetland Coastguard.

Under the command of Second Coxswain Peter Leith, the *Soldian* set a course east of Mousa Island before turning towards the impact area. The wind was blowing from the west south west at force 6, creating a choppy sea in Bressay Sound.

On arrival at the area, Second Coxswain Leith headed for the centre of the



Lerwick lifeboat Soldian  
photograph by courtesy of Downland Studios

wreckage to begin searching at 1247.

A body, later identified as that of the cabin steward, was found at 1318, Crew Member Sandy Lamont entering the water to help in the recovery.

The lifeboat completed several east-west runs in the search area, varying her latitude slightly north and south on each run.

Personal belongings of the victims were collected, together with a drifting radio beacon as the area was searched thoroughly, despite the wind increasing to force 8 and rain showers becoming more frequent.

At 1657, with daylight failing, the *Soldian* was instructed to return to Lerwick, where the body was handed over to the police, after examination by a doctor. The lifeboat was refuelled and ready for service at 1830.

Two survivors of the tragedy had been picked up by helicopter during the day and it was decided to resume the search the following morning, the *Soldian* setting out at 0610 on Friday, November 7, with Coxswain/Mechanic Hewitt Clark in command, to be at the scene by first light.

At the search area, reached at 0710, the southerly force 6 to 8 wind, later veering west produced heavy seas and swell, with periods of drizzle reducing visibility to a quarter of a mile.

As on the first day the accuracy of the search was monitored on the lifeboat's new Plotter Co-ordinate Converter. The area of search was moved at midday to a position four miles south of Bard Head.

There, many pieces of wreckage were picked up by the *Soldian* and transferred to HMS *Leeds Castle*, the on-scene commander. One awkward shaped piece, which the helicopters were unable to offlift, was returned to the lifeboat for landing at Lerwick.

The search was called off at 1600, the lifeboat returning to her station at 1710, to land the wreckage and be refuelled and ready for service by 1730.

Following this service, a framed letter of appreciation, signed by the Duke of Atholl, chairman of the RNLI, was sent to Lerwick lifeboat station, with copies to Coxswain/Mechanic Hewitt Clark, Acting Coxswain Peter Leith, Second Coxswain Arthur Sinclair, Acting Mechanic Peter Thomson and Crew Members Robert Lamont, Magnus Grant, William Clark, John Fraser and Robert Wiseman.

## East Division

### Eleven hour tow

AT 0756 ON OCTOBER 30, 1986, Humber Coastguard informed Superintendent Coxswain Brian Bevan of Humber lifeboat station that a 24ft yacht *Rachael* was in difficulties, approximately 38 miles north east of Spurn Point.

The nearby drilling rig *Dyvi Sigma*, which had raised the alarm, despatched its standby boat *Hatherleigh* and a helicopter to fix the yacht's position, eventually located seven miles from the platform.

The yacht's two crew members were reported to be very tired, one suffering from acute seasickness. The *Rachael* was also taking in water over her stern and, with the weather forecast for the area being south west wind severe gale force 9, increasing to storm force 10, the yacht's crew asked for help.

It was agreed that the *Hatherleigh* would stand by until the lifeboat arrived and, at 0840, Humber's 54ft Arun class lifeboat *City of Bradford IV* slipped her moorings and set course towards the casualty.

The weather, as predicted, was poor, with a south south west force 8 wind, gusting to storm 10, bringing with it heavy rain showers. Clear of the land the *City of Bradford IV* was laid over on her beam ends several times, running before the breaking seas.

The *Rachael* meanwhile was proceeding slowly down wind, away from the lifeboat, the latter arriving on scene at 1250, to find the diving support ship *British Argyll* standing by with the *Hatherleigh*.

By now, the *Rachael* was 63 miles north north east of Spurn Point and the wind was south-westerly force 8 to 9 with a swell of around 15 feet. The yacht's skipper/owner asked for one of the lifeboat's crew to be transferred to the *Rachael*, as he and his companion were both very tired.

Crew Member Jack Essex volunteered to try to get aboard with a view to connecting a tow rope. The two standby vessels moved in closer while the transfer took place. With the yacht and lifeboat two feet apart, Crew Member Essex jumped and got aboard the *Rachael* at the first attempt and the *City of Bradford IV* was put full astern to clear the casualty without touching.

A long tow rope was made up, weighted with two heavy fenders to keep it down in the water and at 1311 the tow was safely passed to the yacht and secured by Crew Member Essex, in readiness for the long haul back to the shelter of the land.

The wind was backed to the west and was gale 8 to severe gale 9, making a very confused sea over the existing southerly swell. The tow went well at a speed of no more than four knots into the almost head wind and sea.

It was agreed that **Scarborough's**

relief lifeboat, the 37ft Oakley class *Sir James Knott* would take over the tow three miles under the lee of land to take the yacht into Scarborough.

This was achieved at 2337, by which time Crew Member Essex had been at the tiller and hand pump for 10½ hours, apart from a brief spell below to get warm.

Two parcels of sandwiches, kindly made up by the wife of a Scarborough lifeboat crew member, were passed over to the Humber crew before the *City of Bradford IV* returned to station, arriving back at the jetty at 0230 on October 31. By 0318 the lifeboat was refuelled, remoored and ready for service.

Following this service, a framed letter of thanks, signed by the chairman of the RNLI, the Duke of Atholl, was sent to Superintendent Coxswain Brian Bevan, congratulating him and his crew for their determination and seamanship during a long and uncomfortable service.

For the part they played in the rescue the Scarborough lifeboat crew were sent a letter of appreciation signed by the deputy director and chief of operations, Lt Cdr Brian Miles.

## South West Division

### Drifting trawler saved

A MACHINERY failure and broken anchor cable aboard the 23 ton trawler *Brigg* during the evening of November 20, 1986, left her drifting helplessly 3½ miles south east of Otter Point, South Devon, in a westerly force 6 wind and rough seas.

At 1930 Brixham Coastguard asked that **Exmouth** lifeboat be sent to the aid of the *Brigg*, the station honorary secretary agreeing immediately.

Six minutes later the 33ft Brede class lifeboat *Caroline Finch*, with Second Coxswain/Mechanic Timothy Mock at the wheel, slipped her moorings and proceeded towards the casualty, arriving alongside at 2005.

The *Brigg* was then less than two miles offshore and being blown steadily towards the rocks.

A towline was passed and the fishing vessel towed away from danger and back towards Exmouth Docks, which were reached after a journey of five



Exmouth lifeboat Caroline Finch



nautical miles, lasting almost three hours, the towline parting five times on the way and being reconnected each time.

Crew Member Simon Turl was twice injured slightly when the tow parted. The three man crew of the *Brigg* were unharmed, but exhausted by their experience.

The lifeboat was refuelled, hosed down and ready for service by 2310. In his report, Deputy Divisional Inspector Peter Bradley, commented:

*"The persistence and skill shown by Second Coxswain Mock and his crew in towing the Brigg to safety in a west south west force 6, towing out from a lee shore to the safety of Exmouth Harbour, is worthy of note, particularly as the tow parted on numerous occasions and had to be resecured."*

Following this service, a letter of appreciation signed by the director, Rear Admiral W. J. Graham, was sent to Second Coxswain/Mechanic Timothy Mock and his crew, congratulating them on their seamanship, skill and perseverance.

## South West Division

### Sub-zero escort

THE 445-TON CARGO VESSEL *Mare*, of Honduras, on route from Rotterdam to Dundalk with a cargo of iron ore, ran into difficulties on the night of January 12, 1987 when her load shifted and she developed a 20 to 30 degree list, 28 miles west north west of Trevoise Head, on the north Cornish coast.

At 1841 the honorary secretary of **Padstow** lifeboat station was warned by Falmouth coastguard that the vessel might require assistance and he agreed to assemble the crew at the boathouse in readiness.

The skipper/master of the *Mare* expressed concern about the vessel's situation in a heavy sea and force 8 wind and at 1925 the 47ft Tyne class lifeboat *James Burrough* launched from her boathouse.

On arrival alongside the casualty at 2104, the lifeboat found the Leander class frigate HMS *Cleopatra* and a helicopter from RNAS Culdrose standing by the stricken *Mare*.



Poole lifeboats Inner Wheel and Sam and Iris Coles, involved in a sub-zero search of Poole Harbour for two missing fishermen in January.  
photograph by courtesy of John Buckley

It was agreed that the *James Burrough* should escort the casualty to Padstow, with HMS *Cleopatra* providing a lee until reaching the shelter of land.

The helicopter was released at 2112 and, as Padstow was approached at 0208 on January 13, HMS *Cleopatra* also left, grateful thanks being expressed by Coxswain Trevor England and the crew of the *James Burrough*.

The *Mare* was safely escorted into Padstow Harbour and the lifeboat, unable to rehouse because of ice on the slipway, moored in the harbour.

During this 11 hour service in a full gale and temperatures well below freezing, ice had formed on the lifeboat's deck and exposed crew members' clothing had frozen.

A letter of appreciation from the director of the RNLI, Rear Admiral W. J. Graham, was sent to Coxswain Trevor England and his crew, congratulating them for their devotion to duty over a long period in near Arctic conditions, taking them to the verges of their own physical endurance.

## South East Division

### Found in time

THE NIGHT OF JANUARY 11, 1987 was bitterly cold, with temperatures falling to minus 10°C along the south coast.

In Poole Harbour a north-easterly wind created a chill factor of minus 15°C or more, so that when reports of two fishermen missing in a small open boat reached local coastguards, they

immediately alerted **Poole** lifeboat station and other emergency services to initiate a search.

Both Poole lifeboats took part in the intensive search, the 33ft Brede class *Inner Wheel* with Coxswain Frank Ide at the helm, launching at 2150, five minutes ahead of the Boston Whaler *Sam and Iris Coles*, under the charge of Helmsman David Coles.

A police patrol boat, helicopter and several coastguard units joined the search, which was conducted in extreme cold.

Spray splashing on board the lifeboats was freezing instantly as the long and thorough search of Poole Harbour, Swash Channel and Studland Bay was carried out, the coastguard units scouring the shoreline.

The *Sam and Iris Coles* and the police Searider returned to their stations as the extreme cold became more intense, taking their crews to the limits of their physical endurance, but at 2359 the searchlight of the *Inner Wheel* picked out a faint glimmer from the missing boat, whose crew had been trying to light pieces of paper in a last desperate attempt to attract attention.

Coxswain Ide took the lifeboat slowly towards the fishing boat, anchored in very shallow water, managing to get alongside for the two frozen fishermen to be taken aboard.

They and their 13½ft Dell Quay Dory were taken to Poole Town Quay, where they were passed into the care of the coastguards.

Coxswain Ide later paid tribute to the crews of the *Sam and Iris Coles* and to the police patrol boat for their efforts in extreme conditions.

A letter of appreciation from Lt Cdr Brian Miles, the RNLI's deputy director and chief of operations, was sent to the Poole lifeboat crews, paying tribute to their devotion to duty. Had the searchlight of the *Inner Wheel* not picked out the missing boat, it is more than likely that the two men would not have survived, he added.

## South East Division

### Triple call-out

NOVEMBER 1, 1986 proved to be a cold day, with a partly overcast sky and a



Padstow lifeboat  
*James Burrough*  
photograph by courtesy  
of Jeff Morris

north-westerly wind, force 5 to 6 blowing along the Essex coast.

At 1107 Thames coastguard alerted the deputy launching authority of Clacton lifeboat station to a MAYDAY call from the 35ft yacht *Brita*, reported to be on fire, with its engines disabled, close to the Swin Spitway Buoy.

Clacton's Atlantic 21 rigid inflatable lifeboat launched from its slipway trolley at 1115 and headed at full speed towards the casualty.

Despite the cold weather, Helmsman Lee Bolingbroke and crew members Terence Bolingbroke and Andrew Walsh did not wait to dress in thermal undersuits, in the belief that if the *Brita* was on fire, speed was essential.

The casualty was located at 1139 and the lifeboat manoeuvred alongside to allow Terence Bolingbroke to jump aboard. He found the three crew of the *Brita* cold and exhausted, but uninjured. The engine was out of action and the yacht was dragging its anchor, but the suspected fire proved to be the smell of submerged electronics.

The lifeboat stood by the casualty until the arrival of the Essex police launch *Alert 3* at 1154. Terence Bolingbroke assisted with rigging a towline aboard the *Brita* and in recovering the anchor, as the crew were inexperienced. *Alert 3* then took the yacht in tow and Terence Bolingbroke reboarded the lifeboat.

At 1224, on its way back to Clacton lifeboat station, the Atlantic 21 crew were informed by Thames Coastguard that a red flare had been seen near the North Eagle Buoy.

The lifeboat arrived at the buoy at 1231 to find a 16ft Shetland type motor boat with one person on board, drifting with the ebb tide. Again Terence Bolingbroke was put aboard. He found that the boat's engine had failed and the male survivor was suffering from seasickness and concerned about his situation.

Crew Member Bolingbroke placed him in a safe position and secured a towline prepared by Crew Member Walsh before the lifeboat towed the casualty to Brightlingsea, arriving at 1337.

Ten minutes later as the Atlantic 21 was on passage back to her station a message was received from Thames coastguard of a third MAYDAY call, this time from the angling boat *Ondermining*, reported to be aground off Foulness with an engine room fire and nine people on board. Using his extensive local knowledge, Helmsman Bolingbroke took the quickest line of approach and arrived on scene at 1409.

The casualty was found to be well aground south of the Outer Crouch Buoy on Foulness Sands. Helmsman Bolingbroke nosed the lifeboat to the sand edge to land Crew Member Bolingbroke to investigate whether or not any of those on board the *Ondermining* were injured.

This manoeuvre involved the lifeboat



Pictured doing a spot of 'panic buying' after completing the service to the Greek tanker *Kithnos* are Superintendent Coxswain Brian Bevan (fourth right) and other members of the Humber crew. photograph by courtesy of Grimsby Evening Echo

being stern to the north-westerly seas and twice she was swamped by seas breaking through her transom. Realising the danger of flooding the air intakes, Helmsman Bolingbroke instructed his namesake to reboard and Clacton lifeboat then stood off near to the buoy to assess the situation.

With only four gallons of fuel remaining, it was decided to refuel at Burnham-on-Crouch, where the crew were also given hot drinks—the station honorary secretary noting how all three crew members were shaking with cold.

At 1543 Clacton lifeboat returned to the *Ondermining* but was released by Thames coastguard from the incident and returned to station at 1650. The lifeboat was refuelled, rehoused and ready for service by 1705.

The *Ondermining* reported that the "fire" was in fact steam. With the craft in no immediate danger, therefore, the MAYDAY was cancelled. Six of the crew were taken off by RAF helicopter, while the remaining three were later escorted to safety on foot by a shore party.

Following this service, a letter of appreciation signed by Lt Cdr Brian Miles, deputy director and chief of operations, was sent to the honorary secretary of Clacton station thanking Helmsman Lee Bolingbroke and Crew Members Terence Bolingbroke and Andrew Walsh for their determination, stamina and thoroughly professional conduct throughout the three incidents.

## East Division

### Sick seaman saved

THE 18,000 TON GREEK tanker *Kithnos* was heading north of the Humber light vessel at 0418 on January 15, 1987 when one of her crew was reported to be suffering from a severe nosebleed, requiring medical treatment.

Humber Coastguard alerted a

helicopter from RAF Leconfield to airlift the seaman at first light (0800), but this had to be aborted at 0818 because of icing up in the sub-zero temperatures and snow showers.

The captain of the *Kithnos* expressed anxiety at the worsening condition of his crew member and Humber lifeboat *City of Bradford IV* with Superintendent Coxswain Brian Bevan at the helm, slipped her moorings at 0836 to head for a rendezvous with the tanker 14 miles north east of Spurn Point.

A force 8 gale which had been blowing for three days had prevented the Humber pilots boarding shipping for the previous 48 hours.

Nevertheless, a message from the doctor at Hull Royal Infirmary via Humber Coastguard, indicated that it was a matter of urgency that the seaman be landed for hospital treatment and, if possible, that he be given morphine.

Humber lifeboat was alongside the *Kithnos* by 0925 and the senior first aider, Second Coxswain Dennis Bailey, volunteered to try to board the vessel by pilot ladder to administer the morphine and supervise the transfer of the seaman in the lifeboat's Neil Robertson stretcher.

This was accomplished despite heavy seas breaking over the tanker's decks and Second Coxswain Bailey and the seaman were both safe aboard the lifeboat by 0954.

It was agreed to head for the shelter of Spurn Bight, where the de-iced RAF helicopter lifted the seaman off and took him to Grimsby General Hospital (where he made a full recovery).

Following this service, a framed letter of thanks from the Duke of Atholl, chairman of the RNLI, was presented to Superintendent Coxswain Brian Bevan, Second Coxswain Dennis Bailey, Mechanic Richard White, Assistant Mechanic Peter Thorpe and Crew Members Jack Essex and David Cape.

A further letter of appreciation for the part he played was sent by the chairman to Second Coxswain Bailey.



# Fast fleet 'on target' for 1993

WITH RECORD numbers of lifeboats under construction or on order, the RNLI's chairman, the Duke of Atholl told a packed Royal Festival Hall on May 12 of his vision of the service in the year 2000.

In the presence of HRH the Duchess of Kent—wife of the president—the chairman said that his confidence in the future of the RNLI was founded largely upon the achievements over the previous year of those attending the South Bank meeting and of the thousands of others around the country just like them.

## The Chairman's speech

The confident tone of the day was set at the morning meeting of governors—again very well attended—at which the Duke of Atholl told those present that the success of 1986 had given the committee of management the confidence to plan ahead.

*"The way we determine our future must include many factors, some of which are easier to take into account than others. The more of which we can be certain, the better plans we can lay, and thanks to the activities of our lifeboat crews, our technicians, and particularly our fund raisers in 1986, the climate for effective planning has continued to improve."*

Clearly, said the chairman, in the field of operations more than in any other the unexpected will happen. Lifeboat crews must be prepared for such eventualities and are trained to deal with all kinds of accidents or emergencies.

Nor was it possible to predict exactly how often an individual station will be called upon from one year to the next, although some stations were bound to be generally more busy than others, he said.

*"However, appreciable trends do emerge; for instance, for each of the last twenty years lifeboats have saved 1,000 lives or more, and in the last six years, annual launch figures have steadily risen above the 3,000 mark. 1986, with 3,641 launches, and 1,398 lives saved and a further 632 people extricated from potentially dangerous predicaments, was yet another hectic year for lifeboatmen."*

*"But to return to the business of planning, our rescue records do show us that we can fairly accurately predict the overall volume of lifeboat activity from one year to the next. The very large number of lifeboat services each year also allows us to build up a vast store of experience and a lesson learned on one part of the coast will always be of value to stations elsewhere. This is where training is so vital to the modern lifeboatman and 1986 saw an important landmark in this field with the*



*Her Royal Highness, the Duchess of Kent, presenting Alderney Coxswain Stephen Shaw with the first of his two bronze medals.*

## THE SOUTH BANK MEETINGS, MAY 12, 1987 Annual General Meeting and Presentation of Awards

*commissioning of a new training centre at Poole headquarters. Of course, some of the best training a crew member can receive is to be out on service or exercise among his more experienced colleagues. But in this day of complex equipment Poole can provide essential familiarisation in the handling of it. Add to this the training given in navigation, in radio and radar procedures by our mobile training units, and you have all the elements we need to guarantee a professional lifeboat service."*

Years of experience have given the Institution the ability to build lifeboats not only designed to withstand treatment far tougher than any boat might have a right to expect, but also lifeboats which are precisely the tools required for the job in hand, said the Duke.

*"Two Arun class and three Tyne class lifeboats were completed last year while orders for 17 further Aruns and Tynes were placed. We also built no fewer than five Atlantic 21s, three C class and 18 D class inflatable lifeboats in 1986 and ordered work to start on 30 more of these lifeboats under 10 metres. We have never before had so many boats under*

*construction at one time. I think we can be said to be doing our bit for the British boat building industry! Incidentally, all our boats are built in Britain.*

*"Every new lifeboat incorporates the very latest in design and technical know-how and they are all capable of speeds in excess of 18 knots. The development of speed in our fleet—as long as it sacrifices nothing to safety—is still fundamental to our boat building policy. The time taken to reach a casualty will often decide whether a life is saved or lost."*

The target he had set 12 months ago, to complete the introduction of the RNLI's fast lifeboats by 1993, was still the aim and progress continued to be made on development of the fast carriage lifeboat—currently under trial before going into production at the end of the year.

Once the FCB is in build, enabling the programme of replacing 37ft Oakley and Rother class lifeboats to get under way, then work would resume on the Medina project, said the Duke.

Turning to the advances made during the year with onboard equipment, the

chairman said that the introduction of a new daylight viewing radar screen, visible to every crew member in the cabin and the development of an intercom system whereby crew members can talk to each other using headphones fitted into their protective helmets, were among the technical achievements of 1986.

*"The extent to which we are able to allow for the unexpected and to plan the way ahead depends, of course, on the measure of our financial well-being. I said last year that we would be spending £50 million on boat building alone over the seven year period to 1993. Now I am pleased to announce that in 1986 no less than £5.7 million was spent on building new lifeboats and 30 per cent of our entire outgoings went on capital expenditure. This was only possible because our many benefactors responded so admirably to the gauntlet I threw down last year and produced yet another record income for the Institution of over £30 million.*

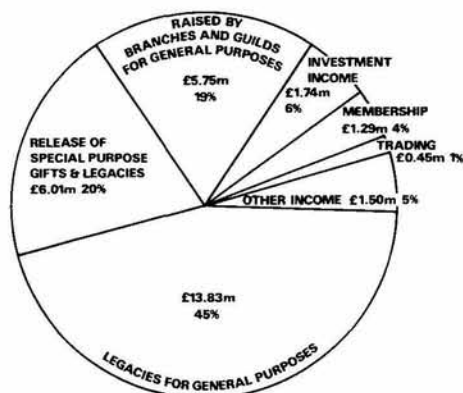
*"Overall expenditure in 1986 ran to £25.2 million and it is encouraging to note that for yet another year the proportion of this sum which is spent on central administration has fallen and again it is more than covered by our investment income. Expenditure has been heavy this year on survey and overhaul of lifeboats. This has been partly brought about by urgent work required on some of the 37ft Oakley and Rother class boats whose problem of premature deterioration I outlined in my report last year. But as all lifeboats become more sophisticated, more work is required on their survey and this will always be a justifiably high area of expenditure, albeit one that is carefully monitored."*

### Fund raisers' achievements

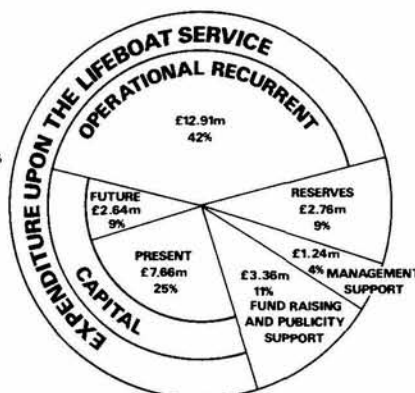
The chairman paid tribute to the "magnificent efforts" of the fund raisers, noting that branches and guilds had increased their contribution by some seven per cent, well above the rate of inflation.

Trading, lotteries and subscriptions had all shown significant increases, with Shoreline membership standing at 125,000 in May. Among the successful appeals run during the year, the most spectacular was that organised by Messrs Matthew Gloag, distillers of The Famous Grouse Whisky, which had raised more than £360,000 by the time of the 1987 London Boat Show, with

### TOTAL INCOME FOR 1986 £31 MILLION



### HOW IT WAS USED



A Visual Summary of the Accounts 1986

the promise of more to come—enough in total to completely fund a new Tyne class lifeboat.

Income from legacies increased from £12.5 million to £17.3 million and there was evidence that support from legacies was becoming much more broadly based, with a growing number of small amounts,

rather than a few very large bequests.

The chairman ended his speech by wishing Rear Admiral W. J. Graham, the RNLI's director, a long and happy retirement. The 1986 AGM was the last which Admiral Graham would be attending in his current capacity, before his retirement at the end of the year.

## Presentation of Awards

THE RNLI's annual presentation of awards in the Royal Festival Hall during the afternoon was, as ever, keenly anticipated by the many hundreds of voluntary workers and other supporters who had travelled from all over Britain to attend.

This year's event was made especially memorable by the presence of HRH the Duchess of Kent, wife of the RNLI's president.

Greeted by warm applause, the Duchess spoke in her address of the families of lifeboat crews who, she said, fully share the risks that their menfolk have to face.

She paid tribute to the "special bravery" of Mrs Anne Hogg, who received the silver medal awarded to her husband, Coxswain Captain John Hogg, shortly before his sad and untimely death.

Before the presentations, the Duke of Atholl gave his customary review of the year, but began by asking his audience to project themselves into the year 2000.

*"Picture the RNLI in the year 2000 and picture particularly this meeting. I am happy to say that I do not see it changing very much. There will, however, be a new chairman and a new director, that at least I can promise you. There will still be courageous acts of lifesaving to recognise, I am convinced of that. I am equally convinced that we will still be presenting awards to honorary workers and that their efforts will be no less strenuous than today in supporting a highly efficient and totally voluntary lifeboat service. I also have a very clear vision of the lifeboats we will be running at the turn of the century.*

*"By 2000 every lifeboat should be capable of a speed in excess of 18 knots, whether she lies afloat or launches from a*

*slipway or carriage. Both the Tyne class and fast carriage lifeboats will be a familiar sight, as familiar as the Arun which by then will be gradually stepping aside in favour of a brand new replacement. Our fleet of inflatable lifeboats will also have further evolved but I am sure their job will still be much the same as today and just as important."*

He based his confidence in the way ahead largely upon the achievements during 1986 of those present and thousands of others just like them, said the chairman.

*"Our lifeboatmen, for instance, continue to inspire a belief in the future. They put to sea on service 3,641 times last year and there are 1,398 people alive today only because they did.*

*"Later you will hear some remarkable stories when the medal citations are read out. Remember, these are the most outstanding rescues, but behind every launch lies a drama of some proportion. And you only have to listen to how today's medalists won their awards to be aware of the variety of different calls that are answered by a modern lifeboat. They were to a fishing vessel, a coaster, two yachts, a windsurfer and an upturned motor launch and each service was performed by a different class of lifeboat. This is a sure sign that the RNLI is excellently geared and its crews well prepared and trained to cope with any eventuality."*

### New build record

If the deeds of lifeboatmen in 1986 supplied the spirit needed for the future, then the work on building and developing new lifeboats during the year had produced the hardware, he said.

A record number of lifeboats were in course of construction or on order and



The Duke of Atholl, Chairman of the RNLI.



progress was being made in the development of the new fast carriage boat.

"It is, of course, the phenomenal success of the fund raisers which has allowed us, once again, to meet the annual demands of our service and to bolster both our free and boat building reserves. These healthy financial circumstances give me another reason so confidently to predict the RNLI's good fortunes in the year 2000.

"The branches and guilds lie at the very heart of all the Institution's fund raising. Their response to my announcement last year that we would be doubling our rate of boat building was to increase their direct contributions by some seven per cent, well over the rate of inflation. This increase, coupled with yet another steep rise in legacy income, has given us the magnificent record total of over £30 million raised in 1986. If branches and guilds are able to sustain a similar level of increase in 1987 and provided legacies continue to follow their present upward trend, I am sure that we can raise the funds that our current needs and future plans require.

"Nationally, the RNLI is always on the lookout for new sources to supplement its regular income from Shoreline, lotteries, Trading and its many invaluable annual appeals. To this end we very much hope that the recent concession by the Treasury, which allows employees to make regular tax-free contributions to charity, will persuade many more people to give as they earn to the lifeboats. I would ask you all to use your influence to encourage this scheme as its potential as a fund raiser is enormous."

The chairman concluded by saying how fortunate the Institution had been during the year to once again receive the encouragement and close attention of the president, HRH the Duke of Kent and that it was, therefore, an immense pleasure to welcome the Duchess of Kent, herself no stranger to many lifeboat crews and volunteers and held in great affection by them all.

### The Duchess's Speech

"Thank you chairman for those kind words of welcome and thank you everyone for inviting me to this very special meeting.

"I feel it a very great honour, as the wife of the president of the RNLI, to be asked to present your annual awards today but what is still more of an honour to me is that there should be a lifeboat bearing my name. I have also been fortunate enough to visit a number of lifeboat stations over the years and feel I have many friends amongst the coxswains and their crews all over Britain.

"Courage, steadfastness and selflessness are qualities which are synonymous with our lifeboatmen, although I feel sure they are too modest to look upon themselves as being in any way heroic.

"Amid all its sophistication and efficiency let me also tell you that the RNLI is still one of the most friendly Institutions I know. Last September I was able to pay a return visit to Torbay where I was shown again the Arun class lifeboat Edward Bridges which I had named 11 years earlier. Between my two visits her crew had rescued some 200 lives, including the ten men saved during the 1976 gold medal

service to the motor vessel Lyrma. However, all they were concerned about when I met them again was that I was made warmly welcome and they were kind enough to present me with two magnificent lobsters on my departure. This is only one example of the friendliness I find on all my visits to the coast and of course it is not only the crews I enjoy meeting but everyone involved in the well-being of the station.

"At this point I want to take the opportunity of mentioning the families of the lifeboat crews who fully share the risks that their menfolk have to face. Lifeboatmen's wives have to show their own sort of quiet courage and forbearance whenever a boat is launched and I admire them deeply for it. I must make mention too of the special bravery of Anne Hogg who will soon receive her husband's silver medal herself following his sad and untimely death not long after his award was announced.

"An essential supporting role is played by the fund raisers, many of whom live many miles from the sea and the loyal determination and ingenuity you show each year in ensuring an ever higher income is something I warmly applaud. I know that the RNLI's widespread network of branches and guilds is possibly unique among charities in the way it provides such a solid framework on which to build nationwide support. It is nice too to know that the RNLI enjoys the support of every age group. Just as an nonagenarian is still happy to stand on the street on Lifeboat Day so there are six-year-olds growing sunflowers to raise money for the cause. I would therefore like all of you whose waking hours are given over to the lifeboat service, whether as voluntary helpers or fulltime staff, who may wonder occasionally how much their efforts are being noticed and appreciated, to take heart from what I have said about the Institution. Together you all contribute towards a service which holds the affection of our entire nation and is indeed regarded as a model by many other countries.

"There are amongst those here today some whom I can only describe as admiring guests who have occasions only from time to time to be involved with the RNLI. It is for this smaller group that I speak this afternoon. I am sure I speak for all of us when I say we feel proud to have any connection, large or small, with the RNLI. We watch the Institution's affairs with admiration and respect and interest and feel thankful that such a superb organisation exists in this country."

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

### Coxswain Robert Maiden, Hartlepool, bronze medal

On November 9, 1985, the Dutch coaster, *Anne* ran aground off Hartlepool in a violent north-easterly storm and heavy breaking 20ft seas. The 44ft Waveney class lifeboat, *The Scout*, with Coxswain Maiden at the wheel, ran in to the coaster four times to take the four men off and twice the lifeboat was swept by heavy seas which broke over and round the casualty. (Full report, page 6, THE LIFEBOAT, Summer 1986.)



Coxswain Robert Maiden

### Helmsman John Pavitt, Appledore, bronze medal

On December 1, 1985, Appledore's relief Atlantic 21 rigid inflatable lifeboat, *Long Life 1*, was driven by Helmsman Pavitt across Appledore bar in a force 9 gale and 20ft waves and manoeuvred to within 400 yards of dangerous rocks to the rescue of a man and his sailboard. (Full report, page 43, THE LIFEBOAT, Autumn 1986.)



Helmsman John Pavitt



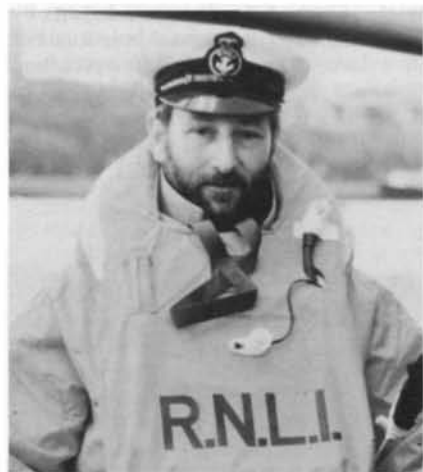
### The late Coxswain Captain John Hogg, Tynemouth, silver medal

On April 15, 1986, the fishing vessel *La Morlaye*, was lying inside the breaking surf with fishing gear still over her side in a force 8 gale with 20 foot rolling waves, in darkness and only a few hundred yards from the beach. The

coxswain made three attempts to tow the casualty clear with the 52ft Arun class lifeboat, *George and Olive Turner*, without success. He finally decided that he had to take the risk of going alongside and successfully took off the crew of three. (Full report, page 42, *THE LIFEBOAT*, Autumn 1986.)

**Coxswain Stephen Shaw, Alderney, bronze medal**

On May 4, 1986, the yacht *Sea Victor* ran into trouble in a southerly gale and rough seas. Coxswain Shaw, with the 33ft Brede class lifeboat, *Foresters Future*, made ten approaches to the casualty to take off three members of the crew and put Assistant Mechanic Michael O'Gorman on board to assist the fourth member of the crew, organise the tow and operate the bilge pumps. (Full report, page 44, *THE LIFEBOAT*, Autumn 1986.)



Coxswain Stephen Shaw

**Coxswain Stephen Shaw, Alderney, bar to bronze medal; Second Coxswain Martin Harwood, Alderney, bronze medal**

On August 25, 1986, the German-owned yacht *Seylla II*, with six people on board, issued a MAYDAY appeal as she drifted with a broken rudder three miles north east of Alderney in a southerly force 10 storm. Coxswain Shaw took the island's 33ft Brede class lifeboat *Foresters Future* alongside the crippled yacht, in very difficult conditions, enabling Second Coxswain Harwood to leap aboard and organise a successful tow. (Full report, page 155, this issue.)

**Helmsman Ian Stringer, Eastbourne, bronze medal**

On December 9, 1986, three members of a film unit filming a new James Bond adventure were capsized in their 17ft outboard-powered Dory during filming of a stunt involving catapulting a Land Rover into the sea from the top of 400ft cliffs near Beachy Head. Helmsman Stringer brought the D class lifeboat *Humphrey and Nora Tollemache* through dangerous rocks and shallows, with breaking seas and surf making navigation hazardous to effect the rescue. (Full report, page 149, this issue.)



Second Coxswain Martin Harwood

**Honorary Life Governor**

**Mrs T. Dowding**  
*Committee member of Great Yarmouth and Gorleston Ladies' Lifeboat Guild from 1949 to 1954, its assistant honorary secretary from 1954 to 1960, honorary secretary from 1960 to 1965 and chairman since 1965; awarded silver badge 1968, gold badge 1976, bar to gold badge 1981.*

**Mr N. P. Clarke**  
*Flag day organiser Newport, Gwent branch from 1946, honorary secretary of Harwich Financial branch 1949 to 1956 and of Southampton branch 1956 to 1962, honorary treasurer Colchester branch since 1968, the R.N.L.I.'s honorary information officer since 1974; awarded silver badge 1962, statuette 1970 and gold badge 1976.*

**Mr J. N. Wilkinson**  
*Honorary secretary Howth station branch since 1958; awarded binoculars 1969, gold badge 1983.*

**Bar to Gold Badge**

**Mrs F. W. Radcliffe**  
*Joint honorary secretary Stalybridge (Cheshire) branch 1936 to 1948, honorary treasurer 1956 to 1967, honorary secretary 1966 to 1984 and vice president since 1984; awarded silver badge 1964, gold badge 1978.*

**Mrs D. Pemberton JP**  
*Collector and member Wallasey Ladies' Lifeboat Guild 1949, honorary treasurer since 1950; awarded silver badge 1962, gold badge 1976.*

**Miss M.H. Watson**  
*Flag organiser and member of Anstruther branch committee since 1940, president of Anstruther Ladies' Lifeboat Guild from 1960 to 1986.*

**Gold Badge**

**Mrs E. Beaumont**  
*Committee member Bexleyheath Ladies' Lifeboat Guild since 1936, chairman 1950 to 1953 and 1973 to date; awarded silver badge 1982.*



Helmsman Ian Stringer

**Mrs R. A. Blood**  
*Committee member and lifeboat day organiser Eltham Ladies' Lifeboat Guild since 1962, chairman since 1970; awarded silver badge 1973.*

**Mrs D. K. Dennis**  
*Committee member Godstone and District branch since 1958, honorary treasurer since 1963; awarded silver badge 1974.*

**Mrs I. L. Adams**  
*Committee member Hastings and St Leonards Ladies' Lifeboat Guild since 1958, honorary secretary 1968 to 1972; awarded statuette 1974.*

**Mrs V. M. Guy**  
*Committee member Hastings and St Leonards Ladies' Lifeboat Guild since 1958, vice-chairman 1966 to 1968, chairman 1968 to 1972; awarded silver badge 1974.*

**Mrs G. Walford MBE**  
*Honorary secretary Igham and District branch from 1965 to 1976, chairman and honorary secretary Sevenoaks and District branch since 1977; awarded silver badge 1975.*

**Dr J. F. Wilson**  
*Chairman Bridlington Ladies' Lifeboat Guild from 1954 to 1969, vice-president since 1969; awarded silver badge 1969.*

**Mrs W. Waring JP**  
*Honorary secretary Castleford Ladies' Lifeboat Guild since 1962; awarded silver badge 1977.*

**Mrs W. Crawshaw**  
*Honorary treasurer Spensborough Ladies' Lifeboat Guild since 1951; awarded silver badge 1972.*

**Mrs N. McLees**  
*President Motherwell Ladies' Lifeboat Guild from 1957 to 1972, member of Glasgow (South) Ladies' Lifeboat Guild since 1975, chairman from 1982 to 1984, honorary president since 1984; awarded silver badge 1968.*

(Continued on page 168)



# Ancient and Modern

LLANDUDNO AND CONWY are neighbouring lifeboat stations on the north west tip of Wales, separated by just a few miles of coast but by more than 100 years in lifeboat history.

In 1850 Llandudno was a small village sheltering beneath the precipitous limestone cliffs of Great Orme's Head which towers 800ft above the sea. Its few cottages were inhabited by copper miners or fishermen and their families.

However, Llandudno began to develop as a Victorian seaside resort when holidaymakers from smokey northern industrial towns and cities sought its bracing air and sandy beaches. Among them were the Misses Brown, three sisters from Toxteth Park, Liverpool, whose pleasurable strolls along the beach on their regular visits were undoubtedly marred by the number of shipwrecks they saw or were told about.

Hundreds of ships plied the busy Liverpool shipping lanes, many carrying building materials for new homes and hotels being built in Llandudno. The overloaded, undermanned vessels were often caught in storms, sinking within sight of the shore—an occurrence all too frequent around British shores at that time. When one of the sisters died, the other two donated £200 to the RNLI as a memorial to her, on the understanding that the money would be used to set up a lifeboat at Llandudno.

Their gift was perfectly timed for the Committee of Management had just resolved to establish a station at the resort, on the recommendation of Captain John Ross Ward, Chief Inspector. It is reported in *THE LIFEBOAT* journal, July 1861:

*"This boat completes the series of lifeboat stations on the north coast of Wales for the protection of the immense shipping trade sailing to and from the great port of Liverpool."*

On Monday January 17, 1861, conveyed free of charge by the London & North Western Railway Company, a 32ft Peake class lifeboat built by Forrest at Limehouse arrived at Llandudno, complete with stores and carriage. A boathouse, costing £147, had been built close to the railway station.

The naming ceremony took place the very next day—a red letter day for the whole town. Shops and schools closed, flags hung from windows and everyone wore their best clothes as they thronged to the railway station. With bands playing, they followed the flag bedecked lifeboat, her crew on board, as she was drawn through the town by a team of horses. At the beach a bottle of



*The naming ceremony of The Sisters Memorial, Llandudno's first lifeboat (1861-67).*

By  
**HEATHER DEANE**  
Deputy Public Relations Officer

wine was broken over her stern as Lady Mostyn named the lifeboat *The Sisters Memorial*. A stirring address was given by the Vicar of Conwy as the lifeboat launched into the sea to show off her paces in the brisk north easterly breeze.

So began the history of Llandudno's lifeboats and their brave crews.

Hugh Jones, the first coxswain, was a copper miner. When the lifeboat was needed his daughter ran to the top of the mine shaft and rapped on the side with a stone.

*The Sisters Memorial* carried out seven services and saved eight lives in her six years at Llandudno.

Her last service in February 1867 nearly ended in tragedy when she capsized going to the help of a ship in distress off Great Orme. A gale was blowing and it took a superhuman effort by the crew to launch the lifeboat and pull away.

When they were in sight of the casualty a tug was already towing her to safety. The lifeboat turned for home but

was struck by a tremendous sea one mile from the shore and capsized. All but one of the crew were washed overboard yet managed to scramble back on board when the lifeboat righted herself.

In the enquiry that followed Coxswain Jones' opinion "... that the boat was too sharp forward and had insufficient beam rendering her liable to be swamped and capsize" was accepted and a new lifeboat, 32ft long, with a greater beam, was sent to Llandudno later that year.

During her 20 years at Llandudno *The Sisters Memorial II* carried out 16 services and saved 35 lives. In November 1869 the lifeboat rescued five crew from a cargo vessel while a gale raged. Lady Mostyn, who had named the first *The Sisters Memorial* watched the rescue and was so impressed with the lifeboatmen's bravery, she gave each one a gold half sovereign.

Coxswain Hugh Jones' last service was on New Year's Day 1875. The



## MEET THE TEAM

Some of the members of the Llandudno lifeboat team, pictured in the lifeboathouse. From left to right: Gordon Short (Tractor Driver), Ian McNeil, Meurig Davies (Coxswain), Glyn David Jones (Head Launcher), Hugh Hughes, Adrian Dunkley (Mechanic), David Noakes and Lionel Collis.

lifeboat was launched at 1400 in a severe gale. It took five hours to reach the casualty—a cargo vessel carrying lead ore—but the rescue was successful. With typical understatement, in his final report Hugh Jones wrote: "... the storm and sea were very high and required all the strength and energies of the whole crew ... the boat filled four times but behaved well."

Hugh's brother, Richard Jones, succeeded him as coxswain and it was during his service in 1885 that the RNLI introduced a flag pole and bell as a means of calling out the crew. Before long someone rang the alarm bell for a joke but he was caught and fined £2 10s (£2.50)—a large sum of money in those days.

A memorable rescue happened when a fishing boat was hit by a sudden storm. The lifeboat launched but capsized. Luckily the men were all wearing cork lifejackets and managed to clamber back on board when the lifeboat righted herself. Undaunted, they saved the four fishermen and towed the boat to safety. This was the last service of *The Sisters Memorial II* and in October 1887 a new lifeboat *Sunlight No. 1* was stationed at Llandudno. She was one of two new lifeboats provided by soap manufacturers Lever Brothers of Port Sunlight, the other going to Brighton. The new 37ft lifeboats had 12 oars and cost £528.

One stormy November night, *Sunlight No. 1* went to the help of a schooner and after an exhausting pull at the oars her crew succeeded in reaching the schooner, taking off her crew of five.

No sooner had the lifeboat been hauled back into the lifeboathouse than she was needed again, but while helping to drag the lifeboat back to the beach one of the launchers fell in front of a carriage wheel and was crushed to death.

Then, most of the crew refused to go out with the coxswain in charge, claiming he was incapable of taking command.

Eventually, under the command of the bowman, the lifeboat launched but hours of weary searching, in atrocious

conditions, proved fruitless and the men were cold, wet and thoroughly exhausted after a day battling against the elements.

In 1892 the station was renamed Llandudno instead of Orme's Head. The same year another helper was killed when he fell under the carriage wheels as the lifeboat was being launched. By 1899 it was difficult to find enough horses to launch the lifeboat and at 5s (25p) each they were also expensive to hire, so more helpers were used instead.

*Sunlight No. 1* carried out 19 services and saved 26 lives. Before she was replaced in 1902 the coxswain and two most experienced crew members were invited by the RNLI to visit other stations in different parts of the country to choose the type of lifeboat they thought most suitable for Llandudno. Their choice was a 37ft self-righting type with 12 oars, powerful and large enough to stand up to the seas around Orme but not too difficult to launch and recover. *Theodore Price* cost £908.

To accommodate the new lifeboat a larger boathouse was needed. This was built in Lloyd Street, in the centre of town, for a quicker launch either from the promenade or North Shore on one side, or west shore on the other. The lifeboathouse is still in use today.

*Theodore Price* was at Llandudno for 28 years, launching 42 times and saving 39 lives, proving the choice had been right, for the lifeboat crew were full of praise for her seaworthiness. Coxswain John Owen won the RNLI's bronze medal in March 1919 after rescuing two people from a schooner in a fierce north west gale.

Two reserve lifeboats served at Llandudno from 1930-1933, carrying out four services. Then a new 35ft self-righting motor lifeboat, built by White of Cowes and costing £3,010, was placed at Llandudno. Her naming ceremony was presided over by Lord Mostyn, whose grandmother had named the station's very first lifeboat.

*Thomas & Annie Wade Richards* remained at Llandudno for 20 years, launching 57 times and saving 38 lives.

On June 1, 1939, a tragic sea disaster took place in Liverpool Bay, 15 miles out from Llandudno. The newly launched submarine *HMS Thetis* failed to rise after a dive and *Thomas & Annie Wade Richards* took out a doctor. Ninety-nine people were lost, only four escaping by means of the Davis apparatus.

During the war, in common with a number of other lifeboat stations, many of Llandudno's calls were to British or German aircraft which had crashed into the sea. Over the next 11 years three further lifeboats served at Llandudno, *Tillie Morrison Sheffield* 1953-1959, a temporary lifeboat 1959-1963 and *Annie Ronald & Isabella Forrest* 1959-1964. They launched a total of 56 times, saving 29 lives.

The current Llandudno lifeboat is the *Lilly Wainwright*. She is a 37ft self-righting Oakley class lifeboat, built in 1964 and named by Princess Marina, then President of the RNLI. Meurig Davies joined the crew in 1964 and became coxswain of the *Lilly Wainwright* in 1971. He hopes his son, now at college, may one day succeed him. It takes seven crew to man the lifeboat and another seven to launch and recover her.

Meurig, who runs his own fishing boats, still uses a whistle to launch and recover the lifeboat, which is now a quite rare procedure. When crew and launchers are mustered and ready, Meurig blows the whistle twice to set in motion a chain of actions needed to launch the boat and once more to mark their completion. No words are exchanged.

Similarly, two blasts of the whistle start the sequence of actions needed to recover and rehouse the boat, and one blast when the operation is completed.

There is traditional comradeship and respect at the station, presided over by Lt Cmdr Ted Yates, the popular station honorary secretary. Weekly meetings take place in the lifeboat corner of The Snowdon pub decorated with lifeboat photos and memorabilia. The men's years of service range from four to 27 years and shore helper Leslie Lloyd Jones can trace members of his family in the crew back to 1880. Their varied occupations include a butcher, foundryman, postman and harbourmaster.

Friendship among the crew extends to their colleagues at Conwy, Rhyl, Beaumaris and Moelfre. Often they combine in sea exercises and public open days. Always they attend each other's eagerly awaited annual crew dinners!

Occasionally joint rescues are carried out, one instance being in May 1968 when the Swedish liner *Kungsholm* was anchored off Llandudno. Most of the 421 Americans on board had been ferried ashore for a sight-seeing coach tour of Snowdonia. As the wind got up the liner moved to a safer anchorage five miles out to sea. The *mv St Trillo*,  
(Continued on page 167)

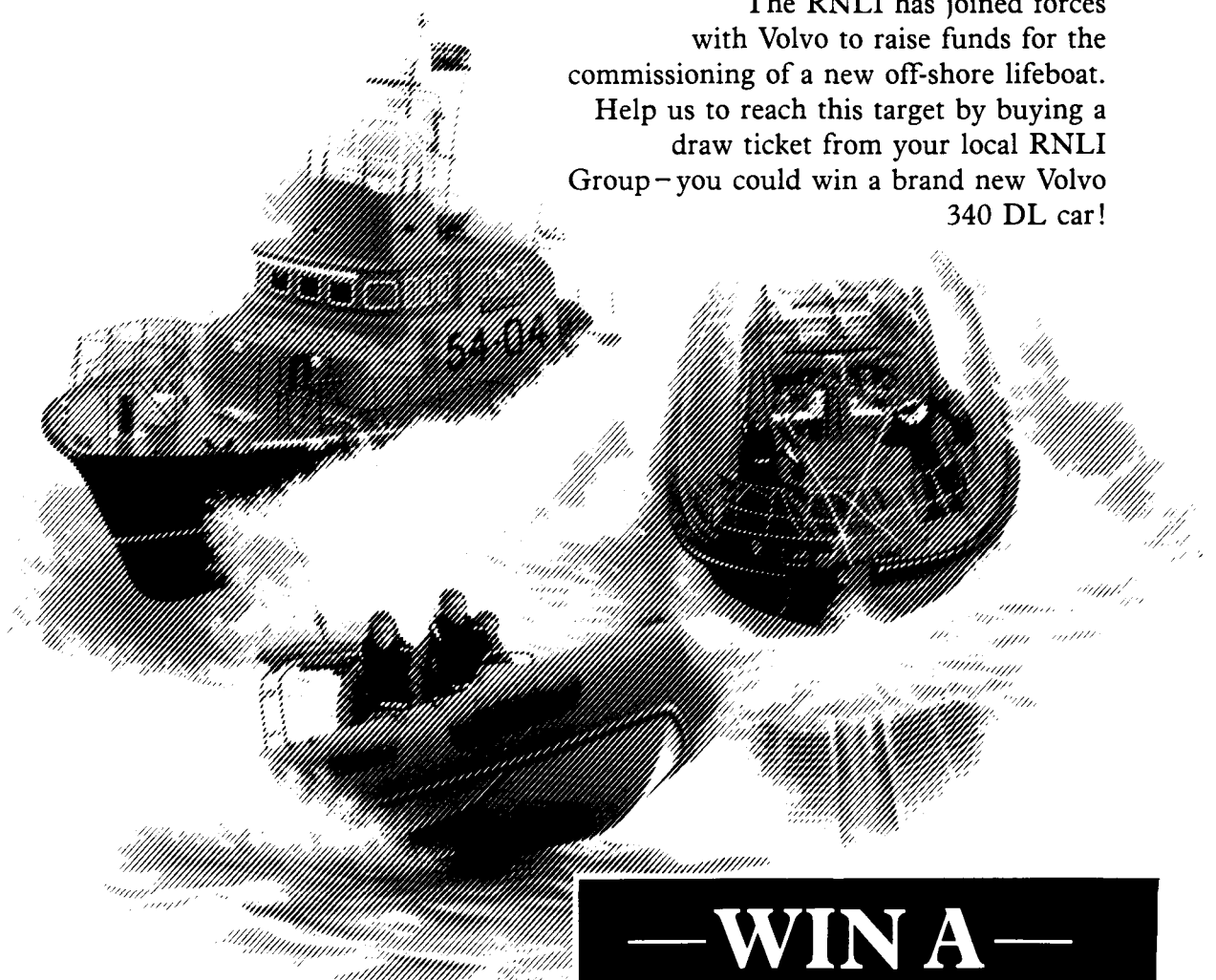


# Safety at Sea



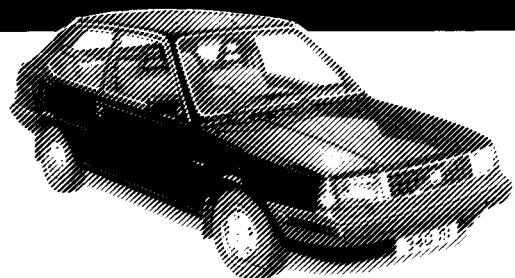
The RNLI has joined forces with Volvo to raise funds for the commissioning of a new off-shore lifeboat.

Help us to reach this target by buying a draw ticket from your local RNLI Group—you could win a brand new Volvo 340 DL car!



—WINA—  
**VOLVO**

**Safety  
on the Road**



# MILESTONE IN HISTORY OF 'THE JOURNAL'

## RNLI magazine's 500th issue

by Norman Hicks, Editor

LONDON lay beneath a blanket of snow and the normal clatter of carriages pulling up outside 20 John Street, Adelphi (just off The Strand) was muffled by its glistening white softness.

Inside, a fire burned brightly in the committee room, where Mr Thomas Wilson MP, gazed down the highly polished table at the assembled company.

Most wore Naval uniform, their insignia denoting their rank of captain. Two were gentlemen, one a bewhiskered colonel.

The young man with the firm square jaw and mutton chop whiskers, Richard Lewis, sitting to Wilson's left, was reading the correspondence, as befitted his duties as Secretary of the National Institution for the Preservation of Life from Shipwreck.

"A letter, Sir, from Captain John Washington RN, dated January 6, 1852 (two days previously). "He submits for consideration by the committee the desirableness of publishing periodically a sort of Life Boat journal, similar to this specimen, which accompanies his letter."

### ASSENT

Wilson, the Member of Parliament for the City of London, already in his eighties, but an alert and influential chairman of the Institution's management committee, passed the Washington document around the table amid murmurings of assent.

The minutes of that meeting, now carefully preserved in the archives of the RNLI, record: "The committee, having examined the same, the further consideration of the subject was postponed till the next meeting."

A month later, on February 5, 1852, the decision to proceed with Washington's idea was approved: "provided its cost to the Institution does not exceed £50 a year."

This historic decision was taken beneath the benign gaze of His Grace the Duke of Northumberland, newly invited to be president of the Institution and taking the chair of his first meeting of its management committee since accepting the office.

Capt (later Rear-Admiral) John Washington, who a year earlier had successfully chaired the committee set up under the Duke's patronage to find a new design of lifeboat (the competition

between boat designers was his idea), was appointed to lead a small sub-committee to get the journal project started.

Within three weeks the first issue had been printed and published (along the lines of Washington's original draft), dated March 1, 1852 and priced 1½d.

The 16-page first issue opened with a review of lifeboat cover around the coast of the British Isles and gave as justification for having a journal at all, "the general want of information on the whole subject" (of shipwreck and lifeboats).

### DESIGN

It was intended that the journal, to be sold at a cost placing it within the reach of every boatman around Britain, should: "materially advance the great cause we advocate, namely, the improvement of lifeboats, their management, and all other means for the preservation of life from shipwreck."

The journal would set out to disseminate information about lifeboat design, new lifeboats and lifeboat stations, reports of the local committees and associations springing up around the country, details of medals awarded for acts of bravery during lifeboat services, a complete register of wrecks on the shores of the United Kingdom and to act as an open forum by encouraging "all correspondence bearing on the subject of saving life from shipwreck".

The first issue also paid tribute to the Coastguard service, called for expert tribunals to determine the cause of wrecks, with a "sea coroner" to be appointed also, gave details of the trials of a newly designed lifeboat, listed all known wrecks around the coast for the year 1852 and reported on activities at lifeboat stations from Ramsgate to Llanelli.

The inaugural issue also listed "the principal cases in which Rewards have been granted for saving life by the National Shipwreck Institution, during the year 1851."

The first entry was for January 2. "The emigrant barque Edmund, wrecked 19th Nov., at Kilkee, on the coast of Clare; 116 out of 216 persons saved by the Coastguard men of the Kilkee Station. A silver medal to each of the six men, and a reward of £12. To Mr Richard Russell JP, and his butler, who



Thomas Wilson MP, first chairman of the RNLI, who presided at the meeting when it was agreed to consider producing a periodical journal of lifeboat affairs.

also gallantly exerted themselves on the occasion, a silver medal each."

A special general meeting of the Institution took place at 20 John Street on Thursday, July 1, 1852.

It had been called to give the final seal of approval to changes in the rules by which the Institution was governed and it was followed by a committee meeting at which Capt Washington gave notice of a proposal "to combine the offices of Secretary, Inspector of Lifeboats and Editor of the Life Boat journal in one person, who is to be a sailor by profession, and at a salary of £150 a year."

In the event, this proposal was withdrawn at the next committee meeting, in July, at which it was agreed, instead, to offer Capt John Ross Ward the combined job of Life Boat Inspector and Editor.

Ward accepted this offer, with the proviso that Washington continue to contribute to and revise the journal, while he, Ward, was the nominal Editor only.

In March, 1853, Washington gave up his editorial duties, blaming pressure of business and the job was handed over to Richard Lewis and John Ward to share. It was also agreed at that time to publish the journal quarterly, instead of monthly.

The two men divided their duties in respect of THE LIFEBOAT, Lewis looking after the general editing and



Richard Lewis, first general Editor of THE LIFEBOAT.



administration, Ward supplying the technical input.

In January, 1855, following the Institution's decision to adopt a different name, the publication changed its subtitle from 'Journal of the National Shipwreck Institution' to 'Journal of the Lifeboat Institution' (it was not until May 1, 1889 that the word Royal was added).

The next major change in the journal's history came in 1883, when Richard Lewis died and John Ross Ward resigned as Inspector of Lifeboats.

Charles Dibdin, prime mover behind the Civil Service Lifeboat Fund, joined the RNLI as its Secretary, following Lewis's death and continued in office and as Editor of the journal until his own death in 1910.

The style and content of the Institution's official organ was by now well established and it continued in the same mould well into the 20th century.

The advent of George Shee (later Sir George) as Secretary and Editor, following Dibdin's death, heralded the introduction of some subtle changes in the journal's general content.

## PHOTOGRAPHS

The official reports and lengthy technical articles were now sharing the publication's pages with profiles of lifeboat coxswains, reports written in a lighter vein of fund raising incidents or visits to lifeboat stations by eminent men of the day and the introduction and growing use of black and white photographs to illustrate its pages.

Also during this period, advertisements began to appear in THE LIFEBOAT as the journal began to reach a wider audience.

The price, which after the early optimism of 1½d had stabilised at 3d had remained unaltered for the best part of 60 years until November, 1918 when, amid all the euphoria at the end of the First World War, the journal's price was quietly doubled to 6d.

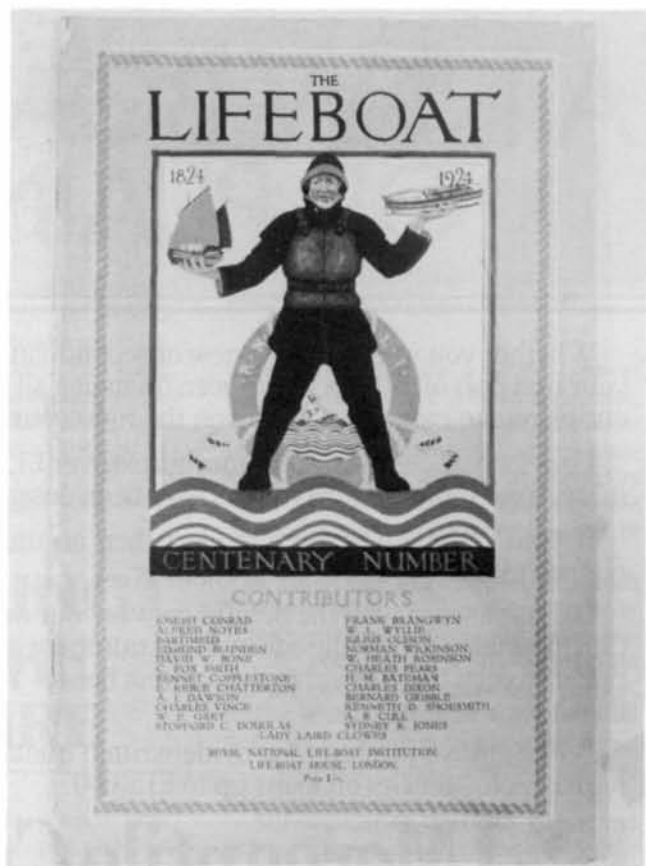
Sir George Shee retired in 1931, to be succeeded by Lt Col C. R. Satterthwaite, his deputy for the previous six years and at the same time Charles Vince, since 1920 the assistant secretary for publicity (forerunner of today's public relations officer), took charge of the RNLI's public relations and assumed the editorship of THE LIFEBOAT.

Unlike any of his predecessors, Vince was a trained journalist and this was reflected in a more modern approach to production of the journal—an attitude echoing the mood of the times.

When war broke out for a second time in the century, the journal's unbroken run of 88 years ended. Although the Institution had cut its size, to save paper, it was agreed in April, 1940 to suspend publication "in the interests of economy" for the duration of hostilities.

In the meantime, quarterly bulletins appeared, to keep the public informed

*The cover of THE LIFEBOAT issued to commemorate the RNLI's centenary.*



of the lifeboat service's part in the war effort and it was not until the summer of 1947 that THE LIFEBOAT returned in its familiar format.

Charles Vince retired a year after the journal celebrated its centenary and was replaced by former press officer in service of the Government, Patrick Howarth.

Under his influence the journal underwent its most dramatic transformation.

Glossy pages were introduced in 1964, with the explanation that "both the type and the general layout are more in accordance with modern practice".

Further changes followed in January, 1971, with wider pages, to be followed two years later by adoption of the current size (aimed at improving the journal's advertising potential and giving more room for the display of editorial material, especially photographs).

From the spring of 1974 Patrick Howarth had as his assistant (and the effective) editor Joan Davies, who took over the editing of THE LIFEBOAT under her own name upon Howarth's retirement.

Miss Davies retired in 1984, to be replaced by Edward Wake-Walker, whose tenure of the editor's chair was only brief, his promotion to public relations officer in January this year prompting the arrival of the present incumbent.

Patrick Howarth had introduced Notes of the Quarter (later changed to RNLI News), a general round-up of lifeboat activities, personalities and anecdotes.

New Ways of Raising Money (now the Fund Raisers' section) and 100

Years ago (now Past and Present) were other features introduced during Howarth's editorship.

But although Howarth wove the initial threads of change into the pattern of THE LIFEBOAT's history, it was Joan Davies who was the acknowledged artist in creating the modern journal.

Patrick Howarth himself, in a tribute to Miss Davies upon her retirement, commented: "It was only under Joan Davies's editorship that it became a magazine of evident high quality and absorbing general interest . . . she was the outstanding Editor of a magazine whose history goes back 133 years."

## HIGH REGARD

For the future, the journal seems destined to continue its important role of chronicling the history of the RNLI as it happens, while at the same time having to appeal to a much wider audience than in earlier days.

The rapid growth of Shoreline membership will be reflected in the continuing expansion of the journal's own circulation, spreading news of the RNLI to more and more parts of the British Isles and beyond.

From those dim and distant days, when Captain John Washington's request that "a sort of Life Boat journal" be published periodically was given cautious assent by the RNLI's committee of management, THE LIFEBOAT has developed into one of the most highly respected and longest-lived journals in the country—itself a reflection of the high regard in which the RNLI is held throughout the United Kingdom and further afield.

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(Continued from page 162)

taking the tourists back to the liner, ran into trouble as her propellers became fouled about a mile from the pier.

She rolled heavily in the rough seas, her passengers becoming increasingly seasick. The Llandudno lifeboat quickly launched with medical aid and, as the weather deteriorated, tied alongside *St Trillo*. She was joined by the Beaumaris lifeboat which tied up on the other side.

The Rhyl lifeboat launched with members of the Gwynedd Sub Aqua Club to try to clear the fouled propellers. Because the seas were so rough it was too dangerous to attempt to take off any of the mainly elderly passengers. Eventually a motor trawler arrived from Conwy and towed *St Trillo* back to Llandudno pier, where the passengers were disembarked at 2245.

As a top holiday resort, Llandudno was allocated an inflatable lifeboat in 1965, relieving the bigger lifeboat of inshore work during the summer.

Many notable rescues have been carried out by the inflatable lifeboat. In 1974 the thanks of the Institution on vellum was awarded to Robert Jones for his courage in saving a man whose dinghy was blown onto the rocks at Little Orme. The D class operates all year round at Llandudno and altogether its inflatable lifeboats have launched 439 times and saved 175 lives. The bigger lifeboats have launched 324 times and saved 234 lives.

Holidaymakers and residents alike cannot fail to know when the *Lilly Wainwright* is called out. Apart from the sound of maroons, summoning the crew, the lifeboat can be impressively both seen and heard as she is driven through the main streets of the town by tractor. Every Thursday during the summer at 7.30am, before they go to work, the Llandudno crew take the *Lilly Wainwright* to the beach, where she is on display to the public until early evening when the crew return her to the boathouse. Each year many hundreds of pounds are collected in the pedestal collecting box standing alongside the lifeboat.

The picturesque town of Conwy, dominated by a superb castle built by

Edward I in 1284, lies a few miles west of Llandudno. In medieval times it was a major port of North Wales but in the "Swinging 1960s" Conwy's importance was as a popular holiday resort as visitors with more leisure time to enjoy crowded into the small town.

But as the number of holiday makers grew so too did the number of casualties involving yachts, dinghies and other pleasure craft. It was a similar story at resorts all round the coast. In 1963 the RNLI responded by introducing inflatable lifeboats into its fleet. The small, fast, manoeuvrable lifeboats coped admirably with the inshore rescue work and in 1966 one was allocated to Conwy.

Keith Robinson, who has been

## LOOKING TO THE FUTURE

station honorary secretary since 1984, volunteered as a shore helper when the station was set up and has been involved ever since. He remembers when the lifeboat arrived at Conwy in June 1966. The town celebrated in style with the Mayor going out in the lifeboat for her inaugural launch.

Apart from his duties as honorary secretary, Keith now helps to raise thousands of pounds each year, mainly from selling souvenirs from the lifeboathouse.

Nestling as it does beneath the majestic castle the lifeboat station is at the centre of the tourist trail and few can walk by without buying from the long table of souvenirs, just inside the lifeboathouse (but fitted with large castors so that it may be hastily wheeled away if the lifeboat is called out!) Keith is helped by his wife Denise, a member of the ladies' guild and a loyal band of helpers.

Keith's business is a fresh fish shop a few yards further down the quay and supplied daily by fishing trawlers often skippered and manned by lifeboat crew



Conwy operates a D class lifeboat.

members. There are a dozen crew at Conwy whose other jobs include chef, engineer and café proprietor. Unusually, Ian McNeil, assistant harbour master, may crew the lifeboat at Conwy by day but his home is in Llandudno where he has been a crew member for over 19 years.

It takes just five minutes to launch Conwy's lifeboat. There are usually three crew members plus an extra two to help launch her into the water from her drive-on, drive-off tractor.

The lifeboat remains operational all year, most of the calls being to yachts or dinghies and increasingly to windsurfers.

Although Keith considers people are generally more prepared these days, he is often concerned when a number of people without lifejackets cram themselves into small dinghies with a single outboard engine.

An outstanding rescue took place in 1970 when Brian Jones, Ronald Craven and Trevor Jones won the thanks of the Institution on vellum after rescuing two men from a 30ft motor cruiser beneath rocks near Great Orme. Lifeboats at Conwy have launched a total of 213 times, saving 108 lives.

The future promises to be even busier for the lifeboat with a 2,400 ft tunnel being built under the river at Conwy to link up with the A5 and A55 expressway. It will cost at least £200 million to build and take five years to complete, and the tourist trade in Conwy is certain to increase. Already there are plans to build a marina for 500 boats plus moorings for a further 1,200—double the existing number.

Both Conwy and Llandudno are in line for new lifeboats. Conwy's existing D class lifeboat, now 11 years old, is to be replaced this summer by a new D class, an EA16 designed by the RNLI and built by Avon Inflatables at Llanelli. She is being funded by YACHTING MONTHLY magazine and its readers following an appeal launched by the magazine last January.

Llandudno's crew must wait a year or two for their new lifeboat for it is possible they will receive a Fast Carriage Boat, once the new design has passed all her tests. Sad they will surely be when the time comes for the *Lilly Wainwright* to leave Llandudno, but like the crews before them they will also welcome a brand new lifeboat design and the start of another era in Llandudno's lifeboat history.



Few lifeboathouses are protected by a castle! Conwy's, built in 1985, is on the tourist trail.



# CEREMONIES



## Barrow, May 16, 1987

British Nuclear Fuels Limited's (BNFL) marine terminal provided an ideal location for the naming ceremony of Barrow's 47ft Tyne class lifeboat, on a cool sunny day in May.

The new lifeboat *James Bibby*—dressed overall—was moored only a few yards from where the guests were seated. Music was provided by Vickers Engineering and Shipbuilding Limited's band.

Mr W. Eccles OBE, branch president, welcomed the guests, including the Mayor and Mayoress of Barrow; the boat's donor, Mr J. B. Bibby; his wife and family; Lt Cdr Brian Miles, deputy director of the RNLI and members of the Committee of Management.

Handing over the lifeboat to Mr G. R. Newman FICS, of the Committee of Management, Mr Bibby said that she was named in memory of his great grandfather, James Bibby, who founded the family firm of J. Bibby & Company.

The lifeboat was then handed over to Mr T. Downing, station honorary secretary, on behalf of the branch.

The service of dedication was conducted by the Bishop Suffragan of Penrith, the Right Reverend G. L. Hacker, who was assisted by the station honorary Chaplain, Reverend J. L. J. Tait, the Reverend Father



T. Singleton and Reverend D. Whiting (United Reformed Church, representing Barrow Council of Churches). Hymn singing was led by Barrow Working Men's Choir and the choir of Rampside Women's Institute.

After the dedication service was over Mrs M. Thomson, who chairs the Barrow Ladies' Lifeboat Guild, proposed a vote of thanks.

The donor's daughter, Miss Lindsay Frances Bibby, was then invited by the branch chairman, Mr K. Braithwaite to step forward and name the lifeboat *RNLB James Bibby*.

As the bottle of champagne burst on the

lifeboat's bow other vessels in the dock sounded their sirens in salute. A helicopter from RAF Valley, Anglesey appeared overhead trailing an RNLI flag and then followed this with an impressive flying display.

After slipping her moorings Coxswain Albert Benson slowly edged the lifeboat into the dock where he gave an impressive demonstration of her capabilities, before returning to the quayside where guests were taken aboard to view the new boat.—**John Tranter, Lifeboat Enthusiasts' Society, North-West Research Group.**

## Gold Badge awardees

(Continued from page 160)

Mrs J. G. Sweeney

*Honorary secretary Donegal branch since 1963; awarded silver badge 1974.*

Mr E. J. Sage

*Assistant branch honorary secretary Southend station branch from 1952 to 1966, secretary to the appeals committee since 1966; awarded silver badge 1966.*

Mr D. L. Johnson

*Honorary secretary Penlee station branch since 1967; awarded binoculars 1975.*

Mr T. A. Morris

*Honorary secretary Borth station branch since 1966; awarded binoculars 1976.*

Mr E. G. Phillips

*Honorary secretary Little and Broad Haven station branch since 1967; awarded binoculars 1978.*

Mr S. Baxter MBE

*Committee member Morecambe station branch since 1966, honorary secretary 1967 to 1978, deputy launching authority and branch chairman since 1978; awarded binoculars 1978.*

Mr A. E. Thurgood

*Honorary secretary Helensburgh station branch since 1968; awarded binoculars 1978.*

Dr R. M. L. Weir

*Honorary secretary Kinghorn station branch since 1965; awarded binoculars 1977.*

The following awardees, both recipients of Gold Badges, were unable to attend at the Royal Festival Hall, but will receive their awards locally:

Mrs B. Marriner

*Honorary secretary St Albans branch since 1968; awarded silver badge 1979.*

Miss L. Cowley

*Honorary treasurer of Port St Mary Ladies' Guild from 1953 to 1975, president of the station branch since 1975; awarded silver badge 1970.*

Also awarded a Gold Badge was Mr W. Llewellyn, assistant honorary secretary of St. Davids station branch from 1963 to 1966 and honorary secretary from 1966 until his death shortly before he was due to attend the annual presentations.

Thanking the Duchess for the part she had played in the proceedings, Vice-Admiral Sir Peter Compston, a member of the Committee of Management, commented:

*"The image of the RNLI man is a splendid one and we enjoy great public support and when you see the enthusiasm here today we all know why. But the greatest support we get is that from members of the Royal Family.*

*"We are well aware how busy you are and you have many other charities equally deserving but we do hope in the years to come there will still be spare pages in your calendar in which you might put in our name, in pencil at least."*



**Hartlepool, April 26, 1987:** Crew member Tom Price splashes champagne over Hartlepool's new Atlantic 21 lifeboat *Burton Brewer*, following her naming ceremony. The boat was provided from an appeal in Burton-on-Trent, Staffordshire and Captain Alex Kirk, Hartlepool station branch honorary secretary, thanked the people of that town when he formally received the lifeboat. Following a short service led by the Reverend John Lund, Chaplain for the Missions of Seamen, Hartlepool, assisted by Mr W. Ryder, *Burton Brewer* was named by Mrs Kate Huckerby, the longest serving member of Burton branch. Earlier, Mr James Atkinson, chairman of Hartlepool station branch, had opened proceedings and Amanda Reeve, daughter of a crew member, had presented Mrs Huckerby with a bouquet. Mr Gordon Stokes, chairman of Burton branch, handed the lifeboat over to the RNLI and Mr Anthony Oliver, the Institution's head of fund raising, accepted the boat, placing her in the care of Hartlepool station. After the ceremony, the boat, which will be housed alongside Hartlepool's 44ft Waveney class lifeboat, *The Scout*, was put through her paces in Middleton Dock.



# THE LIFEBOAT SERVICE—Past and Present

## 25 Years Ago

### Dangerous Approach to Yacht Aground

ON the morning of the 21st July, 1962, Coxswain Harold Parkinson of Lytham-St. Anne's was told at 10.15 that a yacht was aground on the north side of the Ribble channel about two and a half miles off shore. He immediately told the honorary secretary, Mr. John Kennedy. It was clear that because of lack of water the life-boat would not be able to approach the yacht for an hour and a half, and Mr. Kennedy and the coxswain therefore drove to St. Anne's, where they could have a closer view of the yacht. They saw her aground between Peet's Light and Salters Bank on the north side of the Ribble channel. She was the seven-ton motor ketch *Lone Seeker* with a crew of four. A near gale was blowing from the south-west, the sea was rough, and the weather was cloudy, although there was good visibility. It was two hours after low water, and the tide was flooding at three knots.

At 11.5 the Lytham-St. Anne's life-boat *Sarah Townsend Porritt*, which is one of the 46-foot 9-inch Watson type, proceeded down channel. As soon as there was enough water Coxswain Parkinson took her over the training wall at some risk to the life-boat. The life-boat did in fact touch bottom, and Coxswain Parkinson decided to stand off while Motor Mechanic George Harrison fired a line across the yacht.

#### Hand Severely Burnt

A tow line was successfully secured to the thin line which had been fired, but as the life-boat and the yacht surged apart the thin line was cut on the broken stem-head fairlead of the yacht, and contact was lost. Mechanic Harrison then tried to fire a second line but burnt his left hand severely and the pistol was dropped overboard. Although in severe pain he returned to the engine controls, and Coxswain Parkinson decided to go to windward and anchor in two fathoms on a sandy bottom. His aim was to

veer down on to the yacht so that a line could be passed by hand.

The weather conditions grew worse, and the wind increased. Heavy seas were breaking over both the life-boat and the yacht, and the tide, now at half flood, was running at four knots. The yacht was dragging her anchor and was being continually driven further up the bank by the wind and tide. As the coxswain tried to make contact by veering his cable the life-boat was thrown about violently and struck the bottom more than once. There was also a clear danger that the life-boat's propellers or rudder might foul the yacht's cable.

#### Cable Cut by Anchor

In fact the life-boat's manila cable was cut by the ketch's anchor, which fouled it, and Coxswain Parkinson now knew that he had no alternative but to try to close the yacht with considerable risk to his own boat as she struck the bottom. The life-boat could not in fact go alongside because there was too little water, but her crew succeeded in throwing a heaving line on board the yacht. Once the line was secured the yacht's cable was cut, and the life-boat towed her into the deeper water of the main channel. It was then found that the damage to the yacht was only superficial in spite of the heavy pounding she had received, and she was able to continue up the river under her own power.

For this service the bronze medal for gallantry was awarded to Coxswain Harold Parkinson; Mechanic George Harrison received the thanks of the Institution inscribed on vellum. Additional monetary rewards were given and medal service certificates issued to the other members of the crew: Arthur Wignall, second coxswain; John Parkinson, bowman; Harry Bamber, assistant mechanic; Harold Crompton, Bernard Gill, William Cardwell, and Richard Wright, members of the crew.

## Today's Lifeboatmen



Coxswain John Collins of Baltimore in the Republic of Ireland first joined the lifeboat crew in 1955. He became second coxswain in 1965 and was appointed coxswain in 1972, being awarded a long service badge in 1982. John is a boat builder by trade and even with eight children he still finds time for his favourite hobby of fishing. His son, Christopher, is also a member of the lifeboat crew.

## Facts and Figures

In 1986 the RNLI's lifeboats launched **3,641** times (an average of over nine times each day) and saved **1,398** lives (an average of over three people rescued each day).

Over 44 per cent of all services carried out by lifeboats in 1986 were in winds of force 5 or above.

Over 33 per cent of all services took place in darkness.

Over 59 per cent of services were to pleasure craft.

There are **260** lifeboats on station and a further **111** in the RNLI relief fleet.

**114,949** lives have been saved since 1824, when the RNLI was founded.

The net cost of running the RNLI in 1987 will be over **£29 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

## Name change response

In the Spring issue we posed the question, 'What's in a name?' and invited members to think up alternative names for Shoreline.

The response was most encouraging, with the editor's mailbag bulging with letters from members keen to join in the debate. There were so many letters, in fact, that we hope all who wrote in will accept this as acknowledgement of their correspondence, coupled with grateful thanks for taking the trouble to send in their views.

Opinions were divided between those who thought the name Shoreline ought not to be changed and those who offered their own suggestions for another title.

The weight of opinion was in favour of change, but with no agreement on a suitable alternative.

The following is a selection of some of the names put forward:

**RNLI/Lifeboats Shoreline**, J. E. Webb, Fareham, Hampshire; **Lifeboat Aid**, Mrs M. Roberts, Weymouth, Dorset; **Lifeboats**, Shirley Spencer, Carnforth, Lancs; **Lifecraft**, Mrs Veronica Fryer, Chard, Somerset; **Lifeboat Link**,

B. McLean, Ellon, Aberdeenshire; among several suggestions, **Quay Folk** and **Seabreeze** from Linda Harris in Fife; **The Lifeboat**, P. J. Adamson, Dunstable, Bedfordshire; **Landline** or **Landlink**, J. P. Andrew, Seaford, Sussex; **Seasave**, A. Milburn, Surbiton, Surrey; **SteRNLight**, R. N. H. Whitehouse, Isle of Mull, Argyll; **Boataid** or **Boatline**, Rod Marshall, Sheffield; **Friends of the Lifeboat**, Mrs J. Snowdon, Pulborough, West Sussex; **Gale Force** or **Force 10**, R. T. Hodson, Sheffield.

Mr G. D. Fogg BEM, of Ilford, did not like the name Shoreline because, he said: "As a subscriber, I consider myself to be a member of the RNLI and nothing less."

Responses are still coming in and we are sure this debate will continue for some time yet. Watch this space for more ideas.

## Join the club

The Storm Force Club is for under 16s only. It costs £3 to join and members receive a certificate, poster, newsletter, badge and stickers. Further newsletters are sent each quarter. Groups of ten or more may also join for £1 each.

For further details please contact Storm Form Headquarters, RNLI, West Quay Road, Poole, Dorset BH15 1HZ.



Posing for the camera are the 45 new members of Storm Force, all pupils at St Patrick's Primary School, Troon, Scotland. They are pictured with the coxswain of the local lifeboat, Ian Johnson (back row, left), the second coxswain Tom Devenny (front) and area organiser Tom Brown (back right). Next to Mr Brown is the school's headmaster Brian Loy. photograph by courtesy of Alistair Mulhearn

## STORM FORCE



Otley All Saints First School Storm Force group was started more than two years ago and has a regular membership of more than 40, aged between four and eight years.

They meet once a month or so to learn about the RNLI, to think of ways of raising money for the lifeboats and "generally to have fun", says their teacher Mrs Pamela Pears, who is pictured here with them. Mrs Pears is a member of Otley ladies' lifeboat guild.

Also in the photograph is the Rev Robert Marshall, curate of Otley Parish Church. The children had just finished presenting an assembly to mark the birthday of the RNLI. During the presentation, the Rev Marshall dedicated a Storm Force banner which the children had made at one of their meetings.

Afterwards the pupils sold tea and biscuits to parents and friends, raising £58 for the RNLI in 15 minutes! Members of the group also took part in Otley's carnival parade in June, accompanying the RNLI float.

photograph by courtesy of Malcolm Photographics

### Insignia available (to Shoreline members only)

Description	Price
5" Dinghy Burgee	£4.00
Sterling Silver Marcasite Brooch in gift box	£21.00
Silkscreened Gilt Cuff Links in gift box	£5.60
All Metal Car Badge	£4.80
12" Hoist Flag	£3.80
8" Hoist Flag	£2.80
Gilt and Enamel Stick Pin	£1.00
Gilt and Enamel Gents Lapel Badge	£1.15
Gilt and Enamel Ladies Brooch	£1.00
Gilt and Enamel Tie Tack	£1.30
3" Diameter Anorak Badge	£0.65
Terylene Tie—blue, green, brown, maroon*	£3.95
Navy Blue Sweat Shirt (36, 38, 40, 42, 44*)	£9.95
Navy Blue Acrylic V-Neck Sweater (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

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

I wish to join Shoreline. Here is my subscription. Member £6 p.a. ☐  
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.....

Name: .....

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.....



### Boxed clever

Gloucester's Flag Day is always held early in the year, when the weather can be guaranteed to be inclement. This year's collecting went on during a blizzard of snow!

Determined to keep the chill wind from my feet and ankles, I decorated a suitable sized cardboard box with RNLI posters, complete with slogans, such as "Support the Lifeboats".

Standing inside the box not only kept my feet much warmer but drew many a curious stare. Some could not believe just what I was doing, others came to say what a good idea! But each one found it hard to ignore me completely and the collecting boxes were well filled in spite of the weather.

One note of warning however—a forward step in a forgetful moment could have proved a rather flattening experience.—MRS ANN RICHARDS, Gloucester with Churchdown Branch Secretary, Longlevens, Gloucester.

### The Parlour Performers invite . . .

I am a Life Governor of the Lifeboat Institution and always anxious to do anything I can to assist. I direct a group of singers called The Parlour Performers who give concerts of Victorian and

## Letters . . .

Edwardian music for various bodies.

When we appear for charity, we do so for nothing and when we appear for those who are in a position to pay us, we extract as much money as possible. We have appeared for City Livery Clubs, The London Symphony Orchestra Supporters' Club, The Trollope Society, The George Eliot Society, many concerts for the Save the Children Fund and similar organisations.

Obviously, I would like to put our services to work on behalf of the RNLI and if there is some way in which our availability can be publicised to local groups, preferably within easy reach of London—although we are prepared to travel further afield when it is possible and can be fitted into our busy professional lives—we would obviously be very happy to hear from people. We can mount anything from a short after dinner entertainment (though obviously we would not want to travel so far for that) to a full concert.—JOHN ANSTEY, 31 Newbury Street, St Bartholomew's, London EC1 (tel. 01-606 2886).

### Derek's farewell

On retiring as Coxswain of the Mumbles lifeboat after 32 years, I received many letters, cards and gifts from people connected with the RNLI.

May I take this opportunity of saying "thank you" to all of them for their kind wishes and making my retirement a memorable and happy one.—DEREK SCOTT, former Coxswain, the Mumbles lifeboat.

### Lifeboats and salvage

My thanks to your book reviewer for correcting my error in stating that on occasion 'crews are allowed to launch for the purpose of salvage' in **Cruising—a manual for small cruiser sailing**. Was this ever the case in years gone by? Anyway I deeply regret my error because my admiration for the Service is unbounded. I confess that my sole reason for mentioning salvage in this context was to have a stab at certain of my fellow yachtsmen who still seem to think that the RNLI is part of the Welfare State, or perhaps an AA Get-you-home Service, annual subscription 10p on flag day. It was intended to make these weekend Magellans think twice before pooping off.—DES SLEIGHT-HOLME, Polstead, Suffolk.

### Twice rescued

I was interested to read the '50 Years Ago' article in the Spring edition of THE LIFEBOAT concerning the service to the *English Trader* by the Torbay lifeboat in January 1937 which resulted in Coxswain Mogridge being awarded a clasp to his bronze medal.

As you will well know the *English Trader* survived this incident only to be lost in October 1941 when wrecked on Hammond Knoll off the Norfolk coast, 44 of the crew being rescued by the Cromer lifeboat. For this service, which Henry Blogg said confronted him with the most appalling problem he had to face, the Cromer coxswain was awarded a third service clasp to his silver medal, the rest of the Cromer crew were awarded either bronze medals or service clasps. Coxswain Johnson of the Gorleston lifeboat was awarded the bronze medal for his gallant attempts at rescue.—R.C. WILTSHIRE, Brundall, Norwich.



### Warm thanks

May I through your letters page extend a very warm and sincere thank you to the lifeboat crew of the Port St Mary's lifeboat in getting me ashore off the cargo ship *mv Lancasterbrook* when I was taken ill at 0330 on March 17, 1987. The service was that fast we actually had to wait for the ambulance.

As a member of Shoreline for a few years now I never thought that I would have to call on the lifeboat services.

Once again thanks to lifeboatmen everywhere and keep up the good work.—P. P. TURNBULL, Hartlepool, Cleveland.

Port St Mary lifeboat  
The Gough Ritchie  
to the rescue  
(above).

(Right) the wreck of  
The English Trader.



# Books...

● Peter Mitchell's book **The Wrecker's Guide to South West Devon** has been written in response to the demands of the thousands of diving enthusiasts who each year travel to the West Country in search of the wrecks which litter its rugged coastline.

He has managed to combine a comprehensive guide to these underwater landmarks with a useful history of each of the principal wrecks, together with an account of the stirring efforts made by local lifeboat crews to rescue those on board the stricken craft.

Mr Mitchell is a keen diver and a Shoreline member of several years' standing—a happy combination which has produced a very readable and authoritative guide, published by Sound Diving Publications, of Queen Annes Battery, Coxside, Plymouth, Devon and priced at £5.95.—N.H.

● As a fellow Old Worcester (the authors are both former cadets of HMS Worcester) and a long-standing supporter of the RNLI, I congratulate Christopher Willis and Edward H. Roberts on their account of the *Worcester Cadet* in her 12 years of service at Brighstone, Isle of Wight (1880-1892), in their book **The Lifeboats of Brighstone Bay**.

With the close co-operation of the Brook and Atherstone lifeboats a total of 379 lives were saved during this period, achieved with voluntary crews in lifeboats propelled by oars and launched under severe difficulties, sometimes transhipping from one beach to another because of unfavourable conditions of wind, tide and sea.

It needs no reminder that all the gallant work of the RNLI coxswains and crew was not without its tragedy and indeed in the rescue of the crew of the *Sirenia*, the lifeboat overturned and the coxswain and the second coxswain and two members of the ship's crew were lost, although the remaining 22 managed to reach the beach.

With the name of Brook we remember the close attachment to the RNLI of the Seely family of Brook House. Jack Seely, the First Lord Mottistone, was a crew member for 40 years and in the 1930s served as the coxswain. Under



Staithes lifeboat John Anthony.

Lord Asquith he was Secretary of State for War and was a personal friend of Sir Winston Churchill. As quoted "he must be the only Cabinet Minister to have been a lifeboat crew member".

**The Lifeboats of Brighstone Bay** is published by the Isle of Wight County Press, 29 High Street, Newport, Isle of Wight, price £2.55 (plus postage and packing).—G.H.E.W.

● The prolific pen of Jeff Morris (the Lifeboat Enthusiasts Society's Honorary Archivist) has been busy again, adding **The Story of the Staithes and Runswick Lifeboats** to his growing list of lifeboat station histories.

It was in 1866 that the small fishing village of Runswick, nestling in a picturesque bay just north of Whitby, was allocated its first lifeboat, a 10-oared self-righting boat paid for by the people of *Sheffield* and named after that city.

Nine years later a similar boat was stationed at nearby Staithes, the *Hannah Somerset*, heralding the start of many years of joint efforts and friendly rivalry between the two lifeboat crews.

The station at Staithes closed down in 1922, following a decline in the number of cobbles fishing from the village and problems in getting a crew together for the lifeboat. Six years later it re-opened as the fishing industry enjoyed a rebirth.

Manning problems saw the station close for a second time in 1938, but after the second world war—during which the Runswick boat answered 20 calls, saving six lives (all on one service)—the two villages became even closer, with Staithes men manning the Runswick boat.

This came about because of a decline in the Runswick fishing industry at a time when more and more young men

at Staithes were turning to this traditional way of earning a living.

The final (?) twists in this tale of two lifeboat stations came in 1978, when Staithes was re-opened with one of the RNLI's new high speed rigid inflatable Atlantic 21 lifeboats. Runswick was closed in the same year, leaving the Staithes boat *Lord Brotherton* to carry on the valiant work of the Staithes and Runswick lifeboatmen.

**The Story of the Staithes and Runswick Lifeboats** is available by post from Mrs Peggy Theaker, "Cardiff", 16 Fairfield Road, Staithes, Nr Saltburn, Cleveland, price £1 plus 25p p&p.—N.H.

● To mark the 50th anniversary of the publication of the first in the popular Observers series, Penguin Books have re-launched 12 titles.

**The Observers Ships** (Penguin Books, £3.50), one of the updated dozen, includes a section on the RNLI—sadly, not completely up-to-date—as well as a comprehensive catalogue of ship types and general nautical information.

● For those anxious to learn how to sail without calling upon the services of the RNLI, **Sailing, A Beginners' Manual**, written by national sailing coach John Driscoll, is recommended.

**Sailing**, published by Fernhurst Books, in association with the Royal Yachting Association, costs £4.95.—N.H.

● **Shipwreck**, written by Clifford Temple is a well documented, factual and concise catalogue of shipwrecks and rescues off the East Anglian coast. A former sailor, Mr Temple recorded many of these events on film and has managed to capture his many memories in a visual form. His accounts of various shipwrecks are clear, uncluttered and contain some fascinating facts, while reflecting the extreme bravery and excellent seamanship of the lifeboat crews on the East Coast. In the back of the book he has profiled the lifeboat stations found on the East Coast. Overall, the book is well researched and presented and makes interesting reading. Published by Tyndale and Panda Publishing Ltd, 117 High Street, Lowestoft, Suffolk, **Shipwreck** costs £6.95.—J.L.N.



Brighstone lifeboat Worcester Cadet.



● Although many book titles promise far more than the contents deliver, Claud Powell's **Radio Position Fixing for Yachtsmen** which claims to be *An Introduction to Decca, Loran, Omega and Transit* is a handy soft-back from Adlard Coles Ltd at £5.95, which reveals clearly, yet concisely, in an easily readable nine chapters, a wealth of information on the principles and uses of hyperbolic navigation system packages available to and suitable for yachtsmen.

In spite of several magazine articles and series purporting to meet this end, they have generally amounted to rehashes of manufacturers' sales brochures and platitudes. Mr Powell clarifies the properties of hyperbolae, wave phases, time delays, chain and lattice geometry in a way which engenders comprehension and inspires confidence. The mysteries of how different Decca sets process the radiated signals in different ways are revealed and the reader is left able to deduce for himself which hyperbolic system will best suit his needs.

Mr Powell, perhaps wisely, says little about solutions to the microprocessor problems of transforming positions from hyperbolic axes to latitudes and longitudes, other than to stress that resolution to one hundredth parts of a minute may be justifiable only where the lattice cut is near 90°.

Whether this book helps a yachtsman to select his specific model of apparatus or not, it will certainly make him a much wiser and more cautious navigator than will the manufacturer's Operator's Manual, and in a delightful foreword by Michael Richey MBE the essential Government health warning is administered to the effect that radio hyperbolic navigational aids are to be regarded as being in addition to more traditional aids, not in substitution of them.—P.J.B.

● Published as part of the British Marine Industries Federation's campaign "Get Afloat, Get A Boat", Libby Purves' and Paul Heiney's light-hearted look at sailing, **How to find the perfect boat and live happily ever after** (Conway Maritime Press, £4.95), has its serious side too.

Recognising the importance of matching the right boat to the right person and putting both on the right stretch of water for their limitations, the authors have devised a common sense guide to making that first all-important step—finding the right vessel.

The book's few gentle reminders on safety and its general tone could have inspired the authors to give it the sub-title "How to avoid being rescued". Their kindly comments about the lifeboat service and their inclusion of the RNLI in a handy list of organisations, clubs, books and magazines within the slim volume perhaps hint at a sequel along those lines?—N.H.

## RNLI NEWS

### PEOPLE AND PLACES

#### Model effort

Gordon Davies, of Waunwen, Swansea, a distant relation of William Gammon, coxswain of The Mumbles lifeboat *Edward Prince of Wales*, lost on service 40 years ago, has recently completed a labour of love in his memory, a 12th scale model of her successor, *RNLB William Gammon*.

Working up to six hours a day on the model, Mr Davies, who is 63, says he has spent thousands of hours in his front living room, carving the hull from a solid block of balsa and making the deck gear, fittings, rigging and equipment from the same wood.

The most difficult and intricate part of the exercise was to make the instruments for the cockpit and to fashion the lifebelts, he said.

Mr Davies sent away to the Greenwich Maritime Museum for a copy of the original plans of the lifeboat, which was based at The Mumbles from 1947 to 1974 and saved 74 lives in 139 launchings. She is now a floating exhibit at the Swansea Industrial and Maritime Museum.

Mr Davies timed completion of the model to coincide with the 40th anniversary of the loss of *Edward Prince of Wales*. Coxswain Gammon and seven crewmen lost their lives when the lifeboat foundered while going to help the freighter *Samtampa*, aground at Sker Point. A model of that lifeboat is next on Mr Davies' agenda.



Mr Gordon Davies, with his model.

#### On station

The following lifeboat has taken up station: *Porthdinllaen*: 47ft Tyne class lifeboat ON 1120 (47-015), *Hetty Ramp-ton*, April 27, 1986.



Councillor Lt Gerald Bailey, former Poole Mayor, (second right), pictured with (l to r) Peter Holness, RNLI fund raising projects manager, Mrs Bailey and Anthony Oliver, the RNLI's head of fund-raising.

#### Lottery

One of his final duties as the Mayor and Admiral of the Port of Poole, before ending his term of office in May, was for Councillor Lt Gerald Bailey, accompanied by Mrs Bailey, to draw the RNLI's 37th National Lottery, at Poole headquarters, on April 30. Lt and Mrs Bailey were welcomed by Rear Admiral W. J. Graham, the director, and were given a full tour of the head offices, depot and training centre before drawing the 20 prizewinners. Supervising the occasion was the Lord Stanley of Alderley, chairman of the RNLI's fund raising committee and Anthony Oliver, head of fund raising.

Money raised from the lotteries now totals well over £1 million and is an important source of income for the RNLI. The 37th competition raised more than £58,000 and resulted in the following prizes being won:

- £2,000: Mrs J. Clark, Flitwick, Bedfordshire.
- £500: T. Marchbank Esq, Thornhill, Dumfriesshire.
- £250: Mr Quinn, Wigginton, Nr Tring, Herts.
- £100: C. Hannay Esq, London NW2; H. Wink Esq, Burton Pidsea, Hull; A. Stevens Esq, Richmond; J. Burrow Esq, Lutterworth, Leicestershire; Mrs S. Hams, Edgware, Middlesex; Mrs C. Anderson, Watford, Herts; J. H. Williams, Sheffield.
- £50: F. Roach Esq, Burton-upon-Trent, Staffs; Mr and Mrs R. S. Cole, London E8; C. R. J. Pearson Esq, Worthy Down, Winchester, Hants; A. J. A. and J. E. McCormick, Shaldon, Devon; Mrs A. M. Binks, Rhayader, Powys; J. R. T. Miller Esq, Croydon, Surrey; P. Butler Esq, Salford, Lancs; Mrs M. M. Tushingham, Belfast; Mrs J. E. Davies, Cardiff, South Glamorgan; D. Reid Esq, Woking, Surrey.

Following the lottery draw, Lord Stanley received a cheque for £6,000 raised for a D class lifeboat appeal, over several years and through many fund raising efforts, by local shipwright Mr Bill Pitt, his family and friends.





*Hoots mon: The crew of Kirkcudbright lifeboat Mary Pullman, on exercise with a helicopter from a nearby RAF Rescue Squadron, got the surprise of their lives when, after the usual drills, the winch came down once more, bearing a piper in full Scottish regalia, including kilt. Coxswain/Mechanic Steve Unsworth, said: "The wind was flying around his kilt, but he kept on playing. It was quite a sight!"*

The lottery draw was the last to be attended by the Mayor's Secretary, Dennis Boyce, before his retirement. Describing Mr Boyce as a good friend of the RNLI, the director presented him with a small gift to mark his retirement.

## Obituaries

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

### January 1987

Cyril Mayo, chairman of Warmley branch since 1974, two years after he first became a member. He was awarded a statuette in 1983.

### February 1987

Robert Brutnell, a life governor, who was formerly Editor of the local newspapers at Eastbourne for 17 years, giving publicity to the RNLI at every opportunity, before retiring to Potter Heigham, Norfolk.

Joe Salmon, foreman rigger at the RNLI's Poole Depot since 1983, who joined the department as a rigger in 1977. He is survived by his wife Marlene, post room supervisor at RNLI headquarters, Poole.

### April 1987

Mark Bates, coxswain of Kilmore Quay lifeboat from 1950 to 1966, who was awarded the silver medal of the RNLI in 1958 for the rescue of the crew

# RNLI NEWS

## PEOPLE AND PLACES

of 10 of a French trawler in December, 1957.

Captain E. Senior, a member of Grimsby branch since 1962, who was awarded a silver badge in 1975 and a gold badge in 1986.

Norman Wells, an honorary life governor and formerly honorary secretary of the Kingston on Thames branch. He was awarded the silver badge in 1967 and the gold badge in 1979, becoming an honorary life governor last year.

Mrs Kate Stoy, governor and Lewisham branch committee member for more than 30 years and wife of former branch chairman Fred Stoy. She was awarded the RNLI's silver badge and, as chairman of the local Trefoil Women's Guild, organised collectors for the local lifeboat weeks and those to help out on souvenir stalls at various functions.

Michael Lenegham BEM, coxswain of Newcastle, Co. Down lifeboat for 26 years and a lifeboatman for more than 40 years. He served as second coxswain from 1950 until 1961 before taking over as coxswain, having first joined the crew in 1946, aged 19.

## Errata

In the list of awards to coxswains, crews and shore helpers in the Spring 1987 edition of *THE LIFEBOAT*, the name of Mr W. P. Carter, former coxswain of **Teemouth** lifeboat, who has retired after 45 years' service, appeared incorrectly, for which we apologise.

We have also been asked to point out that the entry for Mr K. R. Steytler, crew member of **Walmer** lifeboat for 10 years, was incomplete. We are pleased to record here that Mr Steytler was a shore helper before joining the crew and that from 1971 to 1984 he was the station winchman.

## Anniversary

Mr Vernon Munns, a member of the Gravesend branch committee, writes to say that, while looking through some old papers recently, he found one of the original leaflets issued at the funeral of the eight boatmen and a Mr C. E. Troughton, who all drowned in what was known at the time as the Margate Surf Boat Disaster. Their boat *Friend of All Nations* capsized on their way to help the ship *Persian Empire*, of West Hartlepool, in a strong gale and blizzard on December 2, 1897, making this year the 90th anniversary of the tragedy. The funeral procession included the four survivors, borough officials and members of the local Lifeboat Institution and Shipwrecked Mariners' Association.

# Busiest year for Irish lifeboats

THE annual presentation of awards ceremony for the RNLI in Ireland took place at the Mansion House, Dublin, on April 9, 1987, with Mr Hugh Hamilton, convenor of the *City of Dublin* lifeboat appeal, presiding.

At the time of the ceremony £170,000 of the £250,000 target for the appeal had been achieved, said Mr Hamilton and the official naming ceremony of the new Howth Arun class lifeboat, for which the money had been earmarked, would take place in May (a report of which will appear in the Autumn issue of *THE LIFEBOAT*).

## SUPPORT

Mr Ray Kipling, assistant director of the RNLI, in his address to the large audience of lifeboat volunteers, praised and thanked them for their continued work on behalf of the Institution. In particular he complimented the Dublin branch members on raising the appreciable sum of £83,588 during 1985-86.

The modernization of the lifeboat fleet in Ireland will continue during this year with the stationing of the seventh Arun class lifeboat at Inishmore, Co. Galway, he said.

Mr Kipling also stated that 1986 was the busiest year ever for the Irish fleet of the RNLI, which launched on 260 services (1985-264) and saved 127 lives (1985-112). In concluding he congratulated those voluntary workers who were receiving their awards for their many years of service for the RNLI.

## TV STAR

Among those present was Mr Norman Wilkinson of Howth lifeboat station who has been awarded the highest award of the RNLI, that of Honorary Life Governor. Mr Wilkinson has been honorary secretary of Howth lifeboat station for 29 years, since 1958 and a committee member for the previous eight years.

Alan Stanford, a star of the television series "Glenroe" and the Gate Theatre, Dublin, presented the awards.

## AWARDS

The following awards have been made by the Committee of Management of the RNLI to its voluntary workers in Ireland.

**Lifeboat Stations:** Honorary Governor, Mr J. N. Wilkinson DSC, Howth station branch.

**RNLI Financial Branches:** *Gold Badge*, Mrs J. G. Sweeney, Donegal branch.

# £

## THE FUND RAISERS

### Less food, more money

It has become a tradition that, at the end of the annual conference of the marketing and sales division of Ciba-Geigy UK, delegates are served a ploughman's lunch and the difference in price between that and the full luncheon is donated to a charity connected with the town where the conference is held. In 1986 the conference was held in the St Pierre Park Hotel, Guernsey and at the end of the luncheon Reg Norman, managing director of Ciba-Geigy UK, handed a £300 cheque to Guy Blampied, chairman of **Guernsey branch**.

### Open day boost

**Avonmouth, Shirehampton branch** were invited to take part in the Port of Bristol Open Day. The branch had a large area in which to set out a souvenir stall and display, which no doubt helped to bring the total amount raised to £198.83. An HM Customs sniffer dog demonstration, a display of ships' flags put on by the local Shiplover Society and tours of the docks and Avonmouth and Royal Portbury were other attractions during the day.

### 'Talk-in' total

Raymond Baxter, chairman of the RNLI's public relations committee, was one of the guests of honour at a lifeboat evening organised by **Woodbridge and District branch**. More than 200 people attended the 'lifeboat talk-in' at Woodbridge Community Centre where Mr Baxter gave a talk on the RNLI and interviewed three East Anglian lifeboatmen, Roger Trigg, helmsman at Southwold, Coxswain Peter Burwood from Harwich and David Barrard, motor mechanic at Lowestoft. Wood-



*Yo-ho-ho! Smugglers galore swarmed the countryside around Whimble and in hot pursuit was a determined band of excise men. The barrel-laden smugglers tiptoed their way over hill and down dale in a bid to reach the New Fountain Inn with their contraband. But behind the skulduggery was a very good cause and the event raised £2,000 for the RNLI. The smugglers were dropped at various spots 16 miles from Whimble and had to use all their wiles to get back to the pub without being caught by the excise men. John Brewer, the landlord of the New Fountain Inn, devised the game which is becoming an annual event. About 150 took part and the photograph shows the Rip Van Whimble team who came first in the fancy dress section.*

photograph by courtesy of *Express & Echo*, Exeter

bridge Sea Scouts and cadets from Deben Yacht Club gave sterling help before, during and after the evening, and ladies of the branch sold souvenirs and ran a raffle. The evening was enjoyed by all and was a great financial success, raising £426 for the branch.

Another successful evening organised by the branch was held at the Woodbridge Riverside Theatre where the Felixstowe Musical Theatre performed a revue and raised over £400 for the Institution. Lifeboat action photos were displayed in the foyer and during the intervals Libby Purves and Paul Heiney, radio and TV personalities, introduced crew members from Aldeburgh and Lowestoft.

### Fortune smiles

**Morpeth ladies' guild** had the good fortune of being allowed to organise a

fund raising event at Meldon Park, home of Mr and Mrs Michael Cookson, where 14 stall holders assembled to sell a range of gifts, all having agreed to donate 10 per cent of their takings to the guild. More than 400 people visited the event and the guild's own souvenir stall made £750. The total for the day, including donations and a raffle, was £1,658.

### Action Anne

Once again BBC Radio Newcastle organised a Lifesaver Appeal over one weekend last year when many fund raising events on behalf of the RNLI were organised by groups and individuals throughout the city. One such event was a sponsored abseil from Wearmouth Bridge in Sunderland, carried out by members of the Sunderland Outdoor Activities Association. A

cheque for £126 was handed over to intrepid area organiser, Anne Aiston, half way down an 80ft cliff. In total the appeal weekend raised more than £16,000, enough money to buy new inflatable lifeboats for Sunderland and Blyth.

### Pub's reward

Staff and customers of the Rose and Crown pub, St Albans, received a fitting reward for the support they give the local branch. A raffle was organised by landlady Mrs P. Milligan over Christmas which made a marvellous £505 for the Institution. At a small ceremony in the pub, chairman John Cox gave Mrs Milligan a framed photograph of a lifeboat, as a token of appreciation, on behalf of St Albans branch.

### Hirsute loot

The loss of two opposite quarters of Chief Petty Officer Dave Rye's head of hair, parts of Captain Peter Sayers' 'full set' and half of captain Mike Geddes' 21 year-old beard raised the grand total of £492 for the RNLI. The three seamen on board Shell tanker ms *Erinna* then cajoled other crew members into doing the same. Some lost the hair on one arm, a leg or an eyebrow while some of the shipboard wives were let off with just a lock of hair.

### On parade

Scott Little and Paul Lamont, both members of the 1st Largs Boys' Brigade Company, handed a cheque for £71.25 to Helmsman Bernard Andrews of Largs lifeboat and R. Watson, the station's honorary secretary, who is also an officer with the company. The money was the collection from the annual North Ayrshire Battalion Junior Section parade and dedication service, held at St John's Church, Largs.



*A rum do! Lord Stanley, chairman of the RNLI's Fund Raising Committee, was presented with a cheque for £6,000 at Aberdeen lifeboat station by Mr Clune Stewart, district manager of Watsons Rum, as part of the United Rum Merchants/RNLI Scotland joint promotion. Lady Stanley accompanied her husband and Rodney Addison, branch chairman, was also present, together with the coxswain and crew.*

### Carnival cash

The small village of Conyer, near Sittingbourne, Kent, donated a magnificent £1,132 to Whitstable lifeboat station as a result of its 1986 charity carnival. More than 100 people packed into the Brunswick Arms pub in Conyer to see Councillor Jean Newman hand a cheque for £600 to the station, being the outstanding money from the carnival. Some of it had already funded items of equipment for the station such as protective clothing. The latest donation will help construct an outbuilding to house the lifeboat's new turntable. The Brunswick Arms added £400 to the total by having a collecting bottle on the bar.

### Dry year

Not many people can boast that they kept their New Year's resolution for a whole year, but Mike Griffin, Keith Hansford and Derek Taylor, all from the Dorset village of Chideock can. On the morning of January 1, 1986 they woke up to find that they had signed a pledge not to drink for a whole year. Despite great temptations of free drinks on aeroplanes, and the traditional harvesters' tippie to stave off dehydration, all three kept to their promise and avoided the punishments for not doing so: ten black leather lashes or two pints from the drip trays to drink. Publican Mike Tuck and his wife Marilyn from the George pub, Chideock, did their bit to keep up the enthusiasm by organising auctions and raffles throughout the year, and by the time the three men were able to enjoy a drink again, more than £750 had been raised for the RNLI.

### Big Band bonus

Members and friends of the Taverers Big Band spent their Christmas eve visiting pubs in Christchurch and Mudeford playing carols and making money for the **Mudeford lifeboat** appeal. Guest players in the band included Steve Mead, winning soloist for two years running in the BBC's *Best of Brass* competition, and also Steve Waterman, member of pop singer Alison Moyet's band and the Erasures' brass section. Despite fewer people in the pubs, the band were pleased to present £98.33 to Mudeford station.

### Hasty exit

A coffee morning organised by **Malton ladies' guild** in February at the Talbot Hotel was just in full swing when the fire alarms sounded. Minutes after



*Through the good offices of Terry Ferbrache, manager of Fletchersports, a section of the Royal Marines from Plymouth presented a memorable evening of music at a dance organised by the Guernsey ladies' guild. During the evening the chairman, Mrs Doris Moss, was presented with a cheque for £219 being the money raised through a sponsored Fish-in by John Green and friends. The dance raised £700 and a raffle made £1,700. Altogether a very successful evening.*



the building had been evacuated two fire engines arrived. Not to be put off by such excitement, and exemplifying the tradition of lifeboat ladies, Lady Worsley, guild president, proceeded to draw the raffle in the hotel car park. The all clear was soon given and the coffee morning was able to carry on as usual. In spite of the interruption, the ladies were able to raise £340 during the morning.

### Flower power

A raffle organised in Rochford by the Festival Committee of the National Association of Flower Arrangement Societies of Great Britain resulted in the magnificent sum of £4,209.88 being donated to the RNLI.

### Mission complete

Derrick and Jeans Waters have completed a lifetime's ambition of visiting every operational offshore lifeboat station, 147 in total. The mission has taken them 29 years of holidays to complete and many of the stations have closed since they started their grand tour in the Isles of Scilly all those years ago. They are both involved with fund raising for the RNLI, Jean recently completed 10 years as chairman of **Winchester** branch and Derrick is the branch's box secretary, as well as being one of the



*Pool in the pool! Competitors cued up in sub aqua equipment to take the plunge after two full-size tables were lowered into Crosby swimming pool. Spectators watched through special viewing holes below the waterline and many joined in the fun by donning mask, wet suit and airtank. Experts from the Merseyside Sub Aqua Club, who organised the tournament as part of a national appeal for the RNLI, were on hand to offer advice on diving and pool playing.*

photograph by courtesy of Mercury Press Agency

founder members of the Lifeboat Enthusiasts' Society.

### Support from overseas

The 62 (Cyprus) Support Squadron Royal Engineers chose to support the RNLI in 1986. Although military commitments of the squadron intensified during the year a large number of fund raising events took place. The squadron Wives Club organised a dutch auction and car boot sale, realising £200 and a raft race with over 50 teams from all over the island added £1,000. A total of £1,500 was raised during the year.

### Loss at sea

During his latest transatlantic trip yacht deliverer Jim Longman spent time weight-watching as well as weather-watching. Whilst still 1,500 miles from America his time was up for completing a month-long sponsored slim organised by **Christchurch** branch and Jim was determined not to miss out. So he reported in by radio telephone from mid-Atlantic that he had shed five pounds. The annual slim attracted 100 contestants, including Green Goddess Diana Moran preparing for a new television health and fitness programme and raised about £4,000, bringing the total since the event started four years ago to £24,000.

### Skittles marathon

A 24 hour skittles marathon, organised by the ZIXEX Club, and held at the Royal Oak, Pewsey, was an unqualified success. Enthusiastic teams from the Women's Institute, the Chamber of Commerce, the Fire Brigade, various pubs and local papers, the RNLI and club members bowled all day and night and after sponsorships, raffle money etc were collected a total of £689.78 will be presented to the RNLI at the club's annual dinner in December.

### Festival funds

The Festival of the Plough is celebrated annually in Epworth and this year the Midland Bank donated £200 to sponsor a vintage tractor in the ploughing competition. The Festival Committee generously donated this £200 to the RNLI and also contributed a further £200 from the festival's profits. This splendid donation of £400 was later accepted by the secretary of the **Epworth ladies' guild** at a presentation evening.

### Salute to flag officers

Nearly 60 flag officers from 20 different clubs forming the Blackwater Estuary Group were thanked for their marvellous efforts in fund raising for the RNLI at a sherry morning held at the Boar Hotel by the **Maldon & District** branch. Malcolm Robinson, chairman of the branch, reported that £15,001 had been raised during the past year, a fantastic achievement by everyone concerned.



*Many a slip: Members of the Kent Messenger Social Club heard to utter an oath had to pay for their slips of the tongue. A swear box behind the bar and raffles raised £500 for East Malling branch and chairman of the Social Club Alan Mole presented the cheque to Jean Barber, chairman of the branch, watched by steward Charlie Wilson.*

photograph courtesy of Kent Messenger

### Reliable sources

For the fourth year running Peter Bowman of **Crewe** branch received the Miss Day Trophy. This goes to the branch member who collects the highest total during lifeboat week. The branch has now reached the halfway mark in its bid to raise £8,250 for the West Kirby lifeboat appeal.

The Britannia pub in Colchester has raised £500 in a special effort to collect funds for the RNLI. It was spearheaded by the darts team in a sponsored darts marathon but there was also a substantial draw and a raffle. A cheque was presented to Mrs Clarke, secretary of the **Colchester district** branch.

A charity evening at the Castle Barge pub, Newark, raised money for charity when 100 people took part in games and a general knowledge quiz. A cheque for £73 was presented to the chairman of the **Balderton** branch.

Despite the appalling snowy conditions £952.03 was collected by **Ilkeston** branch on its flag days, with £315 being collected by Mr and Mrs Toplis.

**Grantham ladies' guild** were so thrilled when a collecting box at their local public house contained £60.19 that they composed a splendid note of thanks in rhyme.

A talk and film show was held by **Gosport** branch in the presence of His Worship the Mayor and Mayoress of Gosport. There were 52 branch and Shoreline members present and Mr Roy Smith, secretary of **Hayling Island** lifeboat station gave a talk illustrated by slides. This was followed by the film *In Danger's Hour*. The souvenir stall realised £35.35 and collection £20.14.

An annual RNLI auction organised by **Coventry ladies' guild** was held in Parkside Garage Showrooms, Coventry, which kindly donated the space free of charge. Hundreds of items were sorted into lots and catalogued and the auctioneer also gave his services free. After a lively morning of bidding the magnificent sum of £600 was raised.

The Lifeboat Theatre Players raised £2,000 for **Kidlington** branch with a

performance of the pantomime Aladdin.

Magnus Simpson, the Guizer Jarl of Lerwick's Up Helly Aa Fire Festival, had a smashing time when he broke open two giant whisky bottles which had graced the bar of the Morton Lodge for 15 months. The money collected benefited three local charities and £580 was presented to **Lerwick branch**.

Samantha Gorman, 11-year-old grand-daughter of two **Harrow branch** committee members, undertook a sponsored walk for the RNLI in near freezing rain and called it a day after 12½ miles. Samantha was none the worse after a hot bath and collected £37.50 from her sponsors.

Hundreds of Lowestoft people found themselves living in the past at Sparrow's Nest Theatre when Jack Rose, a former lifeboatman and local historian joined forces with **Lowestoft branch** treasurer Robert Moore to present a programme of historical slides. As well as depicting the history of Lowestoft lifeboats from 1801, the coxswains and crews, the dramatic rescues and work of the Institution, the work of the local ladies' lifeboat guild was also illustrated. The evening raised £524 towards the cost of a new Tyne class lifeboat.

### Radio appeal

Listeners came up with thousands of pounds in aid of the RNLI during a

broadcast appeal. A cheque for £2,200 was handed over by BBC Radio Kent station manager to the Mayor of Gillingham, Marjorie Whitehouse, who is a patron of **Gillingham branch**.

### Sailboarder ill

Sailboard expert Sandy Kirkwood was forced to abort his bid for a world record when weather conditions forced him to abandon a sail from Scotland to Bangor. He had battled through heavy seas on the 100-mile journey from Bute, off the Scottish coast, but became seasick within sight of the County Down seaside town. Sandy was the first to attempt the crossing on a sailboard and his magnificent effort raised £1,000 for the RNLI.

### In the swim

Members of the Castlereagh Sub Aqua club presented a cheque for £250 to the RNLI in Belfast.

### Hors-d'oeuvre

It is a little known fact that there is a branch of the RNLI in the Dordogne area of France, known as the Riberaç Ladies' Guild. Actually it is a Ladies Luncheon Club consisting of nine members whose various fund raising events included an art exhibition and a bring-and-buy from which £60 was raised. Since its inception a year ago the club has sent the RNLI £110.



*Charlie Brown weighs-in: A seven-month-old golden cocker spaniel named Charlie Brown raised £377 for the Lakes Committee. His owner, Elizabeth Haworth of Windermere asked people to guess his weight in return for a 50p donation. Attractive prizes were donated by local businesses and hotels in Ambleside and Bowness and Charlie actually weighed 22lb 8oz before his dinner.*

### Fashion cash-in

A fashion show organised by **Faringdon branch** at the Royal Military College of Science of Shrivenham, raised £1,675, the highest sum for a single event since the branch was formed in 1974.



*The Big Plunge: A group of North Devon servicemen took the plunge for charity. Eighteen divers from RAF Chivenor and Locking Sub Aqua Clubs leapt from Barnstaple bridge to raise £600. It took three hours for the men to float four miles down the Taw in the annual 'Chivenor Drift' and they were picked up by the Appledore lifeboat.*

photograph by courtesy of North Devon Journal-Herald



*Pupils from 15 Leicestershire schools have raised more than £8,250 to buy a lifeboat. A series of sponsored swims raised the money which has paid for an inshore boat at Happisburgh. The crew were presented with the money by three pupils representing the schools. In the picture Liz Dempsey and Steven Jarvis join the coxswain and crew (l to r) Cubitt Siely, Tony Martins, Steve Jeckells and Cedric Cox.*

photograph by courtesy of Leicester Mercury

## Nautical knees-up . . .



Members of Ramsgate ladies' guild slipped on their glad rags for a cockney knees-up at the Granville, Ramsgate, and tucked into a jellied eel buffet. About 80 people attended and a raffle and tombola were also held, raising £283 to be split between the RNLI and the Mayor of Ramsgate's Appeal fund.

photograph by courtesy of Isle of Thanet Gazette



This raggedy looking band of players are the Syzewell Gap Mummers who perform their play in pubs in the Aldeburgh area each year over Christmas to raise money for the lifeboat service. In 1986 they collected £90 in just two nights from appreciative audiences, when they were backed up by the folk group the Syzewell Gap.



Ferry across the water: Nottingham Sea Cadets ferried 100 walkers across the River Trent when they were taking part in a 15 mile sponsored walk organised by the East Bridgford ladies' guild. The event raised £4,250, bringing the total achieved by these walks held since 1972 to £14,000.



Walking the pier: Lennie Denton walked up and down Southend Pier for 24 hours to raise money for a new winch to launch Southend lifeboat. He aimed to beat the world 24-hour walk record of 133 miles 21 yards but despite his cracking pace he clocked just over 70 miles in 24 hours, during which he kept walking up and down the pier 56 times, braving cramps and a cold night. Sponsorship money is still being collected but well-wishers on the pier gave £100 during the event. The new winch costs around £10,000 and was needed after the lifeboat-house was wrecked last year when the ship Kings Abbey sliced through the pier.

photograph by courtesy of Evening Echo



## Singing our praises

Over £10,000 was raised at an RNLI concert at St David's Hall, Cardiff. Richard Baker, OBE, presented the concert and the Morriston Orpheus Choir delighted the audience with music ranging from Verdi's *The Glory of Israel* to *I'm Gonna Walk*, a spiritual number during which the audience were invited to clap along. Soprano Suzanne Murphy and tenor Arthur Davies were soloists, accompanied at the piano by Ingrid Surgenor. The money raised will pay for a new D class lifeboat at New Quay, Dyfed.

The Long Eaton Operatic Society presented a concert entitled *Songs from the Shows*. The show was a sell-out, raising £286 for the Long Eaton branch. A good start to the financial year for the branch, which last year raised £6,000.

## Generosity abounds

Relatives of a committee member of **Moreton ladies' guild** recently celebrated fifty years of marriage and when sending out invitations they asked for donations to the RNLI instead of presents. This generous gesture resulted in £346.50 being presented to the guild.

Mrs V Jones, of the **Wainfleet ladies' guild**, celebrated her 90th birthday by also deciding not to accept presents but to ask people invited to her party to donate to the RNLI. The collection amounted to £87 and was made up to £90 to match the lady's years.

## News from Cider Country

Taunton Cider's appearance at the annual Jersey licensed trade and catering show resulted in £504 being handed



*Rochdale Guild, who are celebrating their diamond jubilee this year, constructed a mock lifeboat and walked it round the town to raise £467. The photo shows some of the ladies and helpers pausing for breath.*

photograph by courtesy of Rochdale Observer

to the coxswain of **St Helier** lifeboat. The money was raised from raffles and a prize draw for show visitors.

## Volvo Appeal

A two-year fund raising agreement between the Institution and Volvo Concessionaires Ltd, launched at the Earls Court Boat Show in January, aims to provide a new offshore lifeboat for the RNLI's fleet.

Since the Boat Show, RNLI volunteers have been combining with the Volvo dealer network throughout the country to try to sell the 1½ million prize draw tickets which will have to be sold if the target is to be reached.

Volvo Concessionaires Ltd—sole importers of Volvo cars into the UK—have supplied nine 340 DL models for use as the star prizes in individual draws in nine participating regions and the company is also helping to promote the venture with the RNLI at a large number of county shows and similar events around Britain.

So far, response has been very good. Highlights to date have included £500 raised in four hours at the opening of a road bridge in Devon; £600 raised in one day at the Daffodil Sunday event at Newmarket; £1,000 in two days at the Tyneside Fishermen's Festival and £1,600 in five days at the Arndale Shopping Centre, Stratford.

Volvo have also provided special collectable posters for Storm Force members to add to, month-by-month, to produce a colourful insight into the work of the RNLI.



Dover lifeboat station was delighted to receive a cheque for £6,000 from Customs officers from Dover Docks. The money had been raised mostly by holiday makers giving their spare foreign currency on returning to England. The Customs officers put up a large display, with collecting buckets, asking tourists to dig deep into their pockets. The foreign currency was then sorted by Mr Pain, chairman of Dover branch, and his wife, before being handed to Thomas Cook & Son, bankers at the docks who then changed the money into sterling. The money will fund a fully equipped Y boat for use on the station's Thames class lifeboat and will also pay for other basic equipment for Dover town. Not content with giving so much money to Dover, the Customs officers were also able to give £4,000 to Walmer lifeboat station.

## Julian's jump

Julian Packard, 33, who works in the RNLI's fund raising support centre at Poole headquarters, volunteered for a parachute jump earlier this year and, after a weekend course, jumped from 2,000ft above Goodwood Airfield in May. He landed safely and has gathered in £44.70 from sponsors for RNLI funds.

## Lifeboat Services November and December, 1986, January and February, 1987

### Aberdeen, Aberdeenshire

54ft *Arun*: January 12

### Aberystwyth, Dyfed

*C class inflatable*: December 30 (twice)

### Aith, Shetland

52ft *Arun*: January 20

### Aldeburgh, Suffolk

37ft 6in *Rother*: November 29 and 30

### Alderney, Channel Islands

44ft *Waveney*: December 19 and January 6

### Amble, Northumberland

*Relief 44ft Waveney*: December 20 and January 11

### Angle, Dyfed

46ft 9in *Watson*: February 15

### Anstruther, Fife

37ft *Oakley*: November 11 and December 4

### Appledore, North Devon

47ft *Watson*: November 17

*Relief 47ft Watson*: December 24

*Atlantic 21*: November 1, 4 (twice), 8, 14, 17,

January 4, February 1 and 19

### Arklow, Co Wicklow

44ft *Waveney*: November 26 and December 19

### Arranmore, Co Donegal

47ft *Tyne*: November 1 and 13

### Ballycotton, Co Cork

*Relief 52ft Arun*: January 20, February 3, 11 and 23

### Baltimore, Co Cork

48ft 6in *Oakley*: November 22 and February 25

### Barra Island, Inverness-shire

48ft 6in *Solent*: December 31

### Barrow, Cumbria

47ft *Tyne*: December 28 (twice)

### Barry Dock, South Glamorgan

52ft *Arun*: December 29 and February 3

### Beaumaris, Gwynedd

46ft 9in *Watson*: November 10

*Atlantic 21*: December 30 and February 12

### Bembridge, Isle of Wight

48ft 6in *Solent*: November 29 and February 27

*D class inflatable*: November 9

### Berwick-upon-Tweed, Northumberland

*Atlantic 21*: November 27

### Blyth, Northumberland

*Relief 44ft Waveney*: February 24

### Bridlington, Humberside

37ft *Oakley*: December 28 and January 15

### Brighton, East Sussex

*Atlantic 21*: November 4 (three times), 9, 29, 30,

December 7 (twice), 11, 12, 30, January 1 and 4

(twice)

### Broughty Ferry (Dundee), Angus

*D class inflatable*: November 24 and December 4

### Buckie, Banffshire

52ft *Arun*: November 4 and December 8

### Calshot, Hampshire

33ft *Brede*: November 17

*Relief 33ft Brede*: February 21 and 25

### Campbeltown, Argyllshire

*Relief 52ft Arun*: November 3 and January 3

### Clacton-on-Sea, Essex

*Atlantic 21*: November 1 (three times), November

21, 23, January 26 and February 15

### Clogher Head, Co Lough

37ft *Oakley*: December 12

### Clovelly, North Devon

70ft *Clyde*: November 8, December 19, 23, 24,

January 10 (twice), February 1, 2 and 13

70ft *Clyde's inflatable*: January 17

### Conwy, Gwynedd

*D class inflatable*: December 3

### Cromer, Norfolk

47ft *Tyne*: November 9

### Cullercoats, Tyne and Wear

*C class inflatable*: November 13 and December 28

### Donaghadee, Co Down

52ft *Arun*: November 13, 19, 24 and December 9

### Douglas, Isle of Man

46ft 9in *Watson*: November 2

### Dover, Kent

50ft *Thames*: November 26, December 4, 19, 23, 29

and January 10

*Relief 52ft Arun*: February 16

### Dunbar, East Lothian

47ft *Watson*: November 10 (twice)

### Dungeness, Kent

47ft 6in *Rother*: January 27 and February 4

### Dun Laoghaire, Co Dublin

44ft *Waveney*: November 12, December 17 and

February 1

### Dunmore East, Co Waterford

44ft *Waveney*: January 7 and February 13

### Eastbourne, East Sussex

37ft 6in *Rother*: January 11, 12, 28, February 5

(twice) and 7

*D class inflatable*: December 9 and January 11

### Exmouth, South Devon

33ft *Brede*: November 20 and January 2

*D class inflatable*: November 22, 23, December 7

(twice) and January 8

### Eyemouth, Berwickshire

44ft *Waveney*: November 11, 12 and January 6

### Falmouth, Cornwall

52ft *Arun*: November 18, January 1, 12, February

24 and 28

18ft 6in *McLachlan*: November 21, January 2, 12

and February 9

### Filey, North Yorkshire

*Relief 37ft 6in Rother*: December 31, January 4,

February 6 and 27

### Fishguard, Dyfed

52ft *Arun*: November 3, 15 (twice), 22, 26 and

January 4

### Fleetwood, Lancashire

44ft *Waveney*: November 14 and December 19

### Flint, Clwyd

*D class inflatable*: November 9 (twice) and

January 4

### Fowey, Cornwall

*Relief 33ft Brede*: December 1, 7, January 4 and 5

33ft *Brede*: February 24

### Fraserburgh, Aberdeenshire

47ft *Tyne*: January 12, February 1 and 14

### Galway Bay, Co Galway

48ft 6in *Solent*: November 9, 10, 24, December 7, 9,

January 12, 17 and 21

*Relief 47ft Watson*: February 2 (twice), 7, 8, 23 and

26 (twice)

### Girvan, Ayrshire

33ft *Brede*: November 21, January 1 and 19

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**Great Yarmouth and Gorleston, Norfolk**  
*44ft Waveney:* November 2, 18, 23, 30, February 1 and 5  
*Atlantic 21:* November 3, 15, 23, December 5, 18, January 26 and February 8

**Hartlepool, Cleveland**  
*44ft Waveney:* November 10, December 21 and January 17  
*Atlantic 21:* November 4, February 13 and 14

**Harwich, Essex**  
*44ft Waveney:* November 15, January 21 and February 26  
*Atlantic 21:* November 10 (twice), 11, January 10, 31 and February 26

**Hastings, East Sussex**  
*37ft Oakley:* November 9, January 4 and 8  
*D class inflatable:* January 2

**Hayling Island, Hampshire**  
*Atlantic 21:* November 2, 9 (twice), December 6, 7, 14 and January 4

**Helensburgh, Dunbartonshire**  
*Atlantic 21:* November 7, December 29 and February 22

**Holyhead, Gwynedd**  
*47ft Tyne:* November 21 and February 18 (twice)

**Howth, Co Dublin**  
*52ft Arun:* January 24, 25 (twice), 31, February 15 and 21

**Humber, Humberside**  
*54ft Arun:* November 13, 29, December 13, 17, January 15, 24, February 1, 2, 16 and 22

**Hunstanton, Norfolk**  
*Atlantic 21:* November 18, December 7 and 29

**Invergordon, Ross-shire**  
*Relief 33ft Brede:* December 18

**Islay, Argyllshire**  
*50ft Thames:* November 6, 10, December 11, 21, 31 and January 31

**Kinghorn, Fife**  
*C class inflatable:* January 4, 15 and February 21

**Kirkwall, Orkney**  
*70ft Clyde:* December 28

**Largs, Ayrshire**  
*Atlantic 21:* November 1, 16, December 13 and January 14

**Lerwick, Shetland**  
*52ft Arun:* November 6, 7, December 11 (twice), February 13 and 15  
*Relief 52ft Arun:* February 27

**Littlehampton, West Sussex**  
*Atlantic 21:* November 1 (twice), January 1, 2 (twice), 4 and February 21

**Littlestone-on-Sea, Kent**  
*Atlantic 21:* November 17, January 4 and 31

**The Lizard-Cadgwith, Cornwall**  
*48ft 6in Oakley:* November 28

**Llandudno (Orme's Head), Gwynedd**  
*37ft Oakley:* February 28  
*D class inflatable:* February 28

**Lochinver, Sutherland**  
*48ft 6in Solent:* February 4

**Longhope, Orkney**  
*48ft 6in Solent:* January 17 and 21

**Lowestoft, Suffolk**  
*52ft Barnett:* November 7, December 5, 8, 18 and 22

**Lyme Regis, Dorset**  
*Atlantic 21:* December 7, 30, January 1, 2, 3, February 15 and 24

**Lymington, Hampshire**  
*Atlantic 21:* November 18, December 15 and February 26

**Lytham St Annes, Lancashire**  
*47ft Watson:* November 2 and 29  
*D class inflatable:* December 29 (twice)

**Mallaig, Inverness-shire**  
*Relief 52ft Arun:* November 12, 23, 28, December 12, 16, January 27 and February 22

**Margate, Kent**  
*37ft 6in Rother:* November 29, 30 (twice) and January 31  
*D class inflatable:* December 9

**Minehead, Somerset**  
*Atlantic 21:* February 3  
*D class inflatable:* February 4 (twice)

**Moelfre, Gwynedd**  
*D class inflatable:* November 23

**Montrose, Angus**  
*48ft 6in Solent:* December 24

**Morecambe, Lancashire**  
*D class inflatable:* November 14 and December 31

**Mudeford, Dorset**  
*C class inflatable:* November 1, January 1 and February 21

**The Mumbles, West Glamorgan**  
*47ft Tyne:* November 10, December 28 and January 1

**Newbiggin, Northumberland**  
*Atlantic 21:* November 8 (twice), 10 and January 26

**New Brighton, Merseyside**  
*Atlantic 21:* November 9, January 3 and February 23

**Newcastle, Co Down**  
*37ft Oakley:* November 3

**Newhaven, East Sussex**  
*52ft Arun:* November 2, 8, 11, 18, 22, 29, December 13 and January 4 (four times)

**North Sunderland, Northumberland**  
*37ft Oakley:* December 21

**Oban, Argyllshire**  
*33ft Brede:* November 14 and December 28  
*Relief 33ft Brede:* February 22

**Padstow, Cornwall**  
*47ft Tyne:* January 12

**Peel, Isle of Man**  
*Atlantic 21:* February 3 and 11

**Penarth, South Glamorgan**  
*D class inflatable:* November 28, December 21 (twice), 26 and 28 (twice)

**Penlee, Cornwall**  
*52ft Arun:* November 8  
*Relief 52ft Arun:* January 18 and February 3 (twice)

**Plymouth, South Devon**  
*44ft Waveney:* November 19, 20, December 10, 15 (twice) and February 5

**Poole, Dorset**  
*33ft Brede:* November 16, 18, 23, 30, December 18, 19, January 4, 11 (twice) and February 16  
*Boston Whaler:* November 1, 3, 23, December 18, 19, 28, January 2, 4, 11, February 16, 21 and 22  
*D class inflatable:* December 3

**Portaferry, Co Down**  
*Atlantic 21:* November 5, February 1 and 4

**Porthcawl, Mid Glamorgan**  
*D class inflatable:* November 1, 2, 15, 29, January 2, 8, February 17 and 22

**Portrush, Co Antrim**  
*Relief 52ft Arun:* November 2 and 22  
*52ft Arun:* December 1 (twice)

**Portsmouth (Langstone Harbour), Hampshire**  
*Atlantic 21:* November 9, 16 (twice), 17, 22, 23, December 31 and January 18  
*D class inflatable:* November 17

**Port St. Mary, Isle of Man**  
*54ft Arun:* November 11 and February 15

**Port Talbot, West Glamorgan**  
*D class inflatable:* January 21

**Queensferry, West Lothian**  
*Atlantic 21:* January 1 (twice), 3, February 1 and 15

**Ramsey, Isle of Man**  
*37ft Oakley:* November 7

**Ramsgate, Kent**  
*44ft Waveney:* November 8, December 7, January 4, 16 and February 17  
*Atlantic 21:* November 23 and December 7

**Redcar, Cleveland**  
*Atlantic 21:* November 6, 26, December 18, January 9, 18, 20 and February 7

**Rhyl, Clwyd**  
*37ft Oakley:* January 27

**Rosslare Harbour, Co Wexford**  
*52ft Arun:* February 26

**Rye Harbour, East Sussex**  
*C class inflatable:* November 2 and December 14

**St Catherine, Channel Islands**  
*C class inflatable:* November 10, December 23 and February 28

**St David's, Dyfed**  
*48ft 6in Oakley:* December 11 and February 22

**St Helier, Channel Islands**  
*Relief 44ft Waveney:* November 10 and December 21  
*44ft Waveney:* February 28 (twice)

**St Ives, Cornwall**  
*37ft Oakley:* December 14  
*C class inflatable:* November 14, December 3, 14 and 21

**St Mary's, Isles of Scilly**  
*Relief 52ft Arun:* December 10 and 12

**St Peter Port, Channel Islands**  
*52ft Arun:* November 3, 7, 8, 26, December 15 and 20

**Salcombe, South Devon**  
*47ft Watson:* January 19

**Scarborough, North Yorkshire**  
*Relief 37ft Oakley:* December 21, January 13, 14, 26 and February 25

**Selsey, West Sussex**  
*47ft Tyne:* January 1 and 4

**Sheerness, Kent**  
*44ft Waveney:* November 1 (twice), 8, 9 (twice), 17 and 21  
*Relief 44ft Waveney:* December 20, January 8, February 14, 26 and 28  
*D class inflatable:* November 5, 21, 23, December 6, 20 and February 1

**Shoreham Harbour, West Sussex**  
*47ft Watson:* November 1, 4, December 7, 23, January 2 (twice) and 12  
*D class inflatable:* November 4 (twice)

**Skegness, Lincolnshire**  
*Relief 37ft Oakley:* February 10

**Southend-on-Sea, Essex**  
*D class inflatable:* November 1, (three times), 2 (twice), 9, 10, 16, 28, December 5, 7, 14, January 8, February 7 and 14  
*Atlantic 21:* November 1, 2 (four times), 9 (twice), 10, December 20, January 4, February 14 and 28

**Southwold, Suffolk**  
*Atlantic 21:* November 30

**Staithes and Runswick, North Yorkshire**  
*Atlantic 21:* November 11 (twice), 26 and February 4

**Stornoway (Lewis), Ross-shire**  
*Relief 52ft Arun:* January 3

**Stromness, Orkney**  
*52ft Arun:* December 14

**Sunderland, Tyne and Wear**  
*47ft Watson:* December 2, 21, 28 (twice), January 7 and February 16

**Swanage, Dorset**  
*37ft 6in Rother:* November 14, 15, 27 and February 3

**Teesmouth, Cleveland**  
*47ft Tyne:* December 21 and January 18

**Tenby, Dyfed**  
*47ft Tyne:* November 23, 29, December 14, January 2 and February 15  
*D class inflatable:* November 16, 23, December 3, January 2 and February 15

**Thurso, Caithness**  
*48ft 6in Solent:* January 17, February 1 and 15

**Torbay, South Devon**  
*54ft Arun:* November 26 (twice), December 28, February 5 and 17

**Troon, Ayrshire**  
*44ft Waveney:* December 31 and January 27 (twice)

**Tynemouth, Tyne and Wear**  
*Relief 52ft Arun:* November 10, 21, 23, December 9, 12 and January 5

**Walmer, Kent**  
*37ft 6in Rother:* November 14, 18 and December 30

**Walton and Frinton, Essex**  
*48ft 6in Solent:* November 1 and January 8

**Wells, Norfolk**  
*37ft Oakley:* November 21

**West Kirby, Merseyside**  
*D class inflatable:* November 8 and January 4

**West Mersea, Essex**  
*Atlantic 21:* November 1, 3, 8, December 30, January 25 and February 7

**Weston-super-Mare, Avon**  
*Atlantic 21:* November 4, 17, December 2 and 29  
*D class inflatable:* November 17 and December 2

**Weymouth, Dorset**  
*54ft Arun:* November 1, 3, 5, 12, 13, 27, December 9 and January 20

**Whitby, North Yorkshire**  
*Relief 44ft Waveney:* November 1, 11, 24, 25, December 8, 15, January 21, 26, 28 (twice) and 29

**Whitstable, Kent**  
*Atlantic 21:* November 13 and 30

**Wicklow, Co Wicklow**  
*42ft Watson:* December 19 and February 13

**Workington, Cumbria**  
*47ft Watson:* November 2, January 12 and February 12

**Yarmouth, Isle of Wight**  
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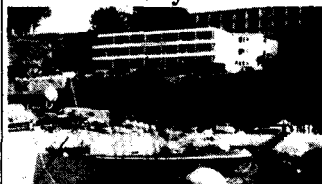
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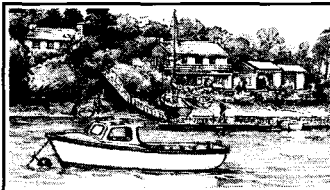
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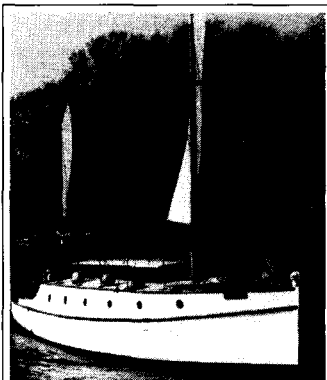
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