



The Lifeboat

Autumn 1988 Two bronze medals for Whitby service
Mersey class makes its public debut
Aspects of the hurricane





DAILY EXPRESS

West of England

INTERNATIONAL

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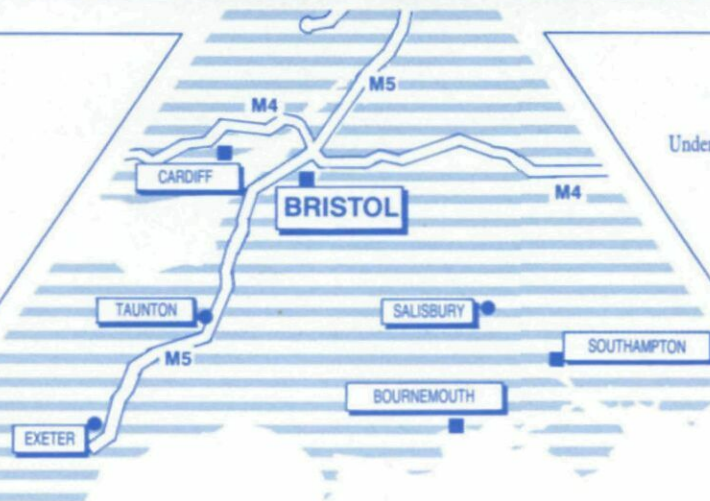
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The Lifeboat

Autumn 1988



Royal National
Lifeboat
Institution

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COVER PICTURE

by Dave Trotter

The new Mersey class 12-002, to be named *Sealink Endeavour*, makes her public debut at a special press day at Hastings during July. She is to be stationed at Hastings once operational trials are complete.

Next Issue: The Winter issue of THE LIFEBOAT will appear in January 1989, and news items should be sent by the end of October 1988.

All material submitted for consideration with a view to publication should be addressed to The Editor, THE LIFEBOAT, Royal National Lifeboat Institution, West Quay Road, Poole, Dorset BH15 1HZ, telephone (0202) 671133.

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Sir Galahad, meet Sir Galahad...



Tenby's 47ft Tyne class lifeboat *RFA Sir Galahad* returns to station after her visit to the new Royal Fleet Auxiliary *Sir Galahad*.
(Photo courtesy Gareth Davies Photography)

An historic meeting of two very different boats, each carrying the name *Sir Galahad* and with very strong connections, took place outside Tenby Harbour in Wales on 11 June, 1988.

A courtesy visit brought the new £30m Royal Fleet Auxiliary *Sir Galahad* to Tenby, where the station's 47ft Tyne class lifeboat, *RFA Sir Galahad* went out to greet her.

The Royal Fleet Auxiliary vessel was launched last December, and is the third RFA ship to carry the name. Her predecessor was lost during the Falklands campaign, with great loss of life, when she was bombed while disembarking Welsh Guards.

The commanding officer at the time,

Captain Philip Roberts DSO, was in command of the latest RFA to carry the name at the time of the visit, and was also prominent in a special appeal to raise funds for the lifeboat, in memory of those who lost their lives.

The date of the courtesy visit added poignancy to the meeting, it was six years, almost to the day, after the loss of the *Sir Galahad* in the Falklands.

The Tyne class lifeboat had been launched 32 times before the rendezvous – two of them that very morning. The meeting had been delayed, because at the appointed hour *RFA Sir Galahad* was heading in the opposite direction on her second call of the day, to help a motor yacht in trouble.

Technology and efficiency

Technology moves on apace, and any organisation which seeks to stay effective and efficient must move with it.

Lifeboats are continually developing as new techniques and equipment become available. This summer saw the fast lifeboat programme reach a milestone when the latest carriage-launched boat – the Mersey – made her first public appearance. There is now a fast, new-generation boat for every application.

Although the Mersey is the RNLI's latest boat, and the first aluminium-hulled lifeboat, that is not the end of the story. Even now a Mersey with a fibre reinforced plastic hull is under evaluation, and work is progressing on the design of yet more advanced boats.

Some of the changes in this issue of THE LIFEBOAT also result from the search for efficiency. Substantial savings can be made by producing more of the magazine 'in house', and, as a result, this issue is the first to be produced on the Institution's new 'desk top publishing' system.

THE LIFEBOAT is already inexpensive to produce, and its value in keeping all those with an interest in the Institution in touch is well recognised.

The new system will be even more cost-effective, and will enable the magazine to be more flexible and more easily tailored to the needs of lifeboatmen, the RNLI and the many supporters and fund raisers.

RNLI helps flood relief in Bangladesh

Ten D class inflatable lifeboats which had been withdrawn from RNLI service are being used to provide relief for the victims of the floods in Bangladesh.

When the extent of the situation in Bangladesh became known the RNLI contacted the British Red Cross to see whether it could be of any help, as it had been in the 1970 floods. Within hours the boats, and 15 40hp engines, had been bought by the Red Cross and transport details arranged.

Back-up and training was also provided by two experienced RNLI staff who flew out to provide instruction and maintenance.

All of the costs of the boats, transport and back-up were met by the British Red Cross Society.

Maud Smith and Ralph Glister awards for 1987

The Maud Smith Award for the most outstanding act of life-saving by a lifeboatman during 1987 has been awarded to Roy Couzens, Acting Coxswain of the Dover lifeboat.

The award was given for the rescue of three crew members from the bulk carrier *Sumnia* during last October's hurricane.

Roy Couzens received a Silver medal for his part in the rescue, and is one of the medallists discussing the operations in 'After the Hurricane' in this issue (see page 14).

Roy Couzens has also received a reward under the James Michael Bower Endowment Fund, set up in 1955 by the P&O shipping company in memory of a Third Officer who lost his life in a rescue mission.

The reward is shared between the year's Silver and Gold medallists. There were no Gold Medals in 1987 and Cox-

swain Couzens' was the only Silver Medal.

An award for the year's most meritorious service by a lifeboat under 10m was also presented during the summer.

The Ralph Glister Award for 1987 went to the crew of the New Brighton Atlantic 21 for their part in the rescue of the yacht *Samsal* on 6 October 1987.

Helmsman Anthony Clare and crew members Geoffrey Prince and Anthony Jones searched for two hours before finding the yacht aground on the Burba Bank, being pounded by breaking waves.

The lifeboat had to cross a Training Wall before towing the yacht to safety through shallow and broken water.

Helmsman Clare has already received the Thanks of the RNLI on Vellum and the crew members involved have been sent a Letter of Thanks from the Chairman for the rescue.

Come into the garden

A party of coxswains, crews and their families, from stations throughout the country, attended a garden party at Buckingham Palace on Thursday 28 July 1988 in the presence of Her Majesty the Queen.

The members of the group, which also included some RNLI staff, were all chosen to attend the party in recognition of their long and devoted service to the Institution.

The Director, Lt Cdr Brian Miles, and Deputy Director, Ray Kipling, led the group, which also had the opportunity to meet the President of the Institution the Duke of Kent, accompanied by the Duchess, while at Buckingham Palace.

In attendance were: Robert Kemp (coxswain, Walton and Frinton), Keith Horrocks (helmsman, Blackpool), Brian Maddrell (crew member, Peel), John Pope (crew member, Lymington), Peter Lacey (Deputy Regional Organiser for the North East), George Jeffs (coxswain, Barmouth), Maurice Hutchens (coxswain, Sennen Cove), George Woodland (second coxswain, Selsey), Graham Walker (second coxswain, Wells), Robin Dyer (crew member, Minehead), Brian Cater (coxswain, Salcombe), David Gallichan (coxswain, Beaumaris), Richard Davies (Poole depot) and Edward Walker (Committee Clerk and London office manager).

Change of status

The RNLI's Search and Rescue Committee has agreed changes in operational status for some stations operating lifeboats of less than 10m.

An extended season, until dusk on 30 November, will now operate at North Berwick, Stranraer, Sunderland, Whitby, Bridlington, Mablethorpe, Portsmouth (Langstone Harbour) and Cardigan.

Shoreham Harbour and Dun Laoghaire have been redesignated for winter operation.

The 1989 summer season will commence at first light on 18 March, except at Cardigan (26 February) and D class stations in the Republic of Ireland (11 March).

THE LIFEBOAT of the future

Some 150,000 copies of THE LIFEBOAT are printed every quarter, and are read by subscribers to the membership scheme, lifeboat crews and many of the Institution's supporters throughout the country and overseas.

THE LIFEBOAT serves as a 'journal of record' of the RNLI's affairs, but it is also *your* journal; a way of keeping everyone with an interest in the work of the RNLI in touch with what is happening.

The readership is diverse, ranging from those intimately connected with the sea to those who work hard to raise funds from an inland base.

We try to reflect the varied nature of the Institution's work and its supporters, but it is *you*, the reader of THE LIFEBOAT, who can help us to tailor it more accurately to your needs.

The letters page is waiting for your views on any aspect of the lifeboat service, and we welcome any suggestions for improvements. Write to the journal, tell us how it could better reflect your own interests, make suggestions, criticise, and help to keep THE LIFEBOAT a lively reflection of the the RNLI and its work.

Mike Floyd, Editor

Mike Floyd has joined the RNLI to take over as Editor of THE LIFEBOAT from this issue

The East End's Royal Box



The RNLI's collecting boxes appear almost everywhere, thanks to the unstinting efforts of branches and guilds.

Following the much discussed box in The Bull at Ambridge (on Radio 4's 'The Archers' for those who do not follow the series) another one made a very public appearance recently when the Queen Mother called in at the Blacksmith's Arms in East London during a visit to the area. A Daily Mail photographer recorded the scene – and there on the bar was one of the familiar-shape boxes.

The RNLI has announced that the new

Thurso lifeboat is to be named *The Queen Mother*.

Her Majesty the Queen Mother is a patron of the RNLI, and Thurso, in Caithness, is the nearest lifeboat station to the Queen Mother's Scottish residence at the Castle of Mey.

The new boat is expected to go on station early next year.

● The Director of the RNLI, Lt Cdr Brian Miles, sent a telegram of congratulations to the Queen Mother on her birthday, 4 August, on behalf of all those involved with the Institution.

Jewellery Appeal strikes gold – with more to come

The RNLI Jewellery Appeal has reached a notable landmark – the total raised having now passed £25,000.

The appeal was started just under two years ago in the Farnham area by the chairman of the Farnham Branch, Roy Norgrove. It proved so successful that it was extended to a national appeal in August 1987 with advertisements in local papers throughout the country.

As a result large quantities of jewellery have been sent to the Institution, which Mr Norgrove sorts, and then either repairs or

sells for scrap value. He and his helpers spend considerable time repairing and packaging the jewellery, which is passed on to branches for resale – the proceeds then passing through that branch's account.

Quite substantial sums can be involved, at one branch function in Surrey during the summer Roy Norgrove sold more than £350 of jewellery, and a single item sent by post during the appeal was later sent for auction and raised more than £450.

Although the initial impetus of the appeal is subsiding Roy Norgrove is looking for ways to give it new life, so £25,000 is by no means the end of the story.

Hand in glove

The RNLI has been awarded the prestigious Golden Glove by the Worshipful Company of Glovers.

The award is made each year to a large user of British-made gloves by the Company, which is one of the City Livery Companies, and which like to help with 'charity through gloves'.

The Golden Glove was presented at the Glovers Livery Luncheon in London on 19 July, where it was received on behalf of the RNLI by the Chairman, the Duke of Atholl.

The Director and two coxswains – bronze medallists Derek Sargent of Weymouth and Robin Castle of Sheerness – were also invited to the presentation.

Planning for the future

As part of the planning to meet future operational requirements on the coast two new 'all-weather' lifeboat designs are under development by the RNLI. Both are designated as 'fast afloat boats' (FAB) and are at present known only as FAB III and FAB IV. They are intended as successors to the Waveney class, which entered service in 1967, and the Arun, introduced in 1971.

Model trials are already being conducted on FAB III in the British Marine Technology testing tank at Teddington, and it is anticipated the boat will have an overall length of around 55ft and will be capable of a speed considerably in excess of that of the Arun class. It is planned that boats of this new class will be available to enter service from about 1992.

Work on FAB IV is still only in the preliminary stages, and this new boat is likely to be around 45ft to 46ft overall and will also have a much enhanced speed capability over her predecessors. Every effort is being made to get lifeboats of this class into service in the early 1990s.

A number of the operational requirements for FAB IV are similar to those incorporated in the Medina, which will not be entering service as an RNLI class. This 35ft development of the Atlantic 21 'rigid inflatable' principle showed considerable promise but it did not prove possible to achieve the very high standards of all-weather operational performance and reliability demanded of all RNLI lifeboats.

The Medina development project has proved invaluable and many lessons learned will be carried over to what promises to be an exciting new generation of fast afloat lifeboats for the RNLI.

More visitors than ever before at Poole and Cowes Open Days

More people than ever before had the chance to see how the RNLI operates when the Poole HQ and depot and, for the first time, the Cowes base held open days for the public during July.

Cowes started the ball rolling on Saturday 23 July when an estimated thousand people looked around the base, which handles all aspects of the RNLI's fleet of inflatable lifeboats.

Displays of boats, equipment, and outboards and a series of videos captured the visitors attention, and the Superintendent of Cowes base, Cdr Peter Gladwin said he was pleased with the success of

the open day, despite the rain, and that there were plans to repeat the event.

On the following weekend, 29 and 30 July, the fourth of the two-yearly Poole open days was held in better weather – with even more visitors than before.

They were able to see the new training centre, built since the last event in 1986; more lifeboats, including the first appearance of the new Mersey; and more displays, including winching exercises and launching and retrieving an Atlantic 21; and almost 1,000 people took guided tours around the main headquarters building.

New material makes a big splash

The fibre reinforced plastic (FRP) hulled Mersey prototype was at the Poole Depot during August for a series of tests and trials – including the drop test pictured here, a 'first' for an RNLI lifeboat.

The upper photograph shows the moment the slings were released, and the lower one the inevitable result.



Tests are continuing on the new hull material which promises savings in weight with increased hull stiffness.



Record 'round-Britain' runs benefit the RNLI

Two well-publicised Round Britain circumnavigations were completed within days of each other during the summer – both trips raising funds for the RNLI.

A team from the West Midlands Fire Service claimed a new record on 30 June, when they completed the circumnavigation

in 95 hours and 46 minutes, only to have it snatched from them three days later when a team from the Royal Marines brought their boat home in 90 hours and 34 minutes. However the Marines used different crews in relay, while a single crew of firemen went the whole way round.



A supporter of the future (left) casts his eye over a model in the Poole HQ museum, and (right) Roy Caws of Cowes base explains the finer points of a D class inflatable to a visitor at Cowes.
(Left photo courtesy Bournemouth Evening Echo)

Changing times

as a new class enters service two older ones retire



Debut of the Mersey fast carriage boat...

The RNLI's latest class of lifeboat was named the Mersey when the new, fast carriage-launched lifeboat was unveiled at a special press launch at Hastings lifeboat station on 14 July.

The 12m (38ft) Mersey is capable of 17.5 knots, twice the speed of the Oakley or Rother class boats which she will replace, and was described by the RNLI's Director, Lt Cdr Brian Miles, at the press launch as 'the final piece of the jigsaw in our plan to complete the introduction of fast lifeboats by 1993'.

The Mersey class continues the RNLI's policy of naming new classes after rivers, and is particularly appropriate because stations on the approaches to the Mersey are among those in line to receive the new boat.

The class name also continues the links with the maritime traditions of the area, once reinforced by the name of the Liverpool class lifeboats.

The Mersey demonstrated to the press at the unveiling was 12-002 (to be called *Sealink Endeavour*), the first aluminium-hulled boat built by the RNLI. She had been on station evaluation trials at Bridlington, Hastings and Dungeness before being officially allocated to Hastings to replace the station's 37ft Oakley.

Two further Merseys are under construction, one in aluminium - which has been allocated to Bridlington and is to be named *Peggy and Alex Caird* - and the other in fibre reinforced plastic (FRP), another first for the Institution.

The boat has been designed entirely by RNLI staff and has full offshore capabilities. She is designed to be self righting as a result of the buoyancy of the superstructure, rather than through the use of shifting water ballast, and is powered by two 285hp turbocharged



Mersey class number 12-002 takes to the water at Hastings on the press launch for the new, aluminium-hulled boat. She is to be stationed there after operational trials

Caterpillar diesels with propellers and rudders in tunnels for protection when launching and recovering.

When the fast, semi-planing Mersey is

in full production the Institution plans to build nine boats a year for the next four years to replace the current displacement-hull boats.

... And farewell to the Clyde and McLachlan

This year, which saw the introduction of a completely new class of lifeboat also signalled the end of two classes, each of which has seen some 20 years' service.

When the 70ft Clyde class lifeboat *Grace Paterson Ritchie* sailed from Kirkwall in July, to be replaced by a 52ft Arun, and *City of Bristol* left Clovelly on August 15 when the station closed, no Clydes remained in service.

The last 18ft 6in McLachlan was also taken out of service at Falmouth in late April, bringing to an end a chapter in the development of small, fast lifeboats.

Both boats were a product of the needs of the middle to late 1960s. The Clydes were introduced in 1965 to meet the need for a long-range lifeboat, and the McLachlans in 1969 to extend the operations of the new Inshore Rescue Boats (as they were then known).

The Clydes broke new ground as the largest boats ever built for the RNLI, the first modern lifeboat to be built of steel and the first to be designed to stay at sea in a 'cruising' role.

The McLachlan boats came into service in 1969, to a design by J. A. McLachlan of the Glasgow designers G.L. Watson and Co, and also featured several firsts for the Institution.

Their glass reinforced plastic (GRP) hulls were 'ragged chine', and they were powered by two inboard engines driving outboard motor-type drive 'legs'.

The increased operational abilities of the latest generation of fast boats reduced the need for the long-range, 11 knot Clydes, and the development of the 'rigid inflatable' 21ft Atlantics overtook the need for the McLachlans.



The last 18ft 6in McLachlan (left) and all three 70ft Clyde class (right) were withdrawn from service during the summer of 1988. The Clydes will be sold out of service and two of the four McLachlans will be retained for use as boarding boats at Humber. (Clyde photo courtesy Western Morning News)

Lifeboat Services



MEDALLISTS SHOWED BRAVERY AND EXPERTISE

Sailor rescued as yacht is driven on to lee shore

The coxswain and helmsman of Whitby's two lifeboats, the 44ft Waveney *White Rose of Yorkshire* and the D class inflatable *Gwynnaeth*, have both been awarded bronze medals for gallantry for their part in the service to the yacht *Cymba* on 9 April 1988.

Coxswain Peter Thomson showed 'excellent seamanship and calculated bravery' in his decision to take the Waveney into heavy breaking surf and saving 'what otherwise would have been a doomed survivor', and helmsman Nicholas Botham showed 'skill and expertise' in taking his inflatable into conditions 'which could be considered to be above the normal operating limits' of the boat, according to the official report by the Divisional Inspector.

A 999 call to Humber Coastguard at 0832 on Saturday 9 April first alerted them to a 'capsized yacht' off Whitby Harbour, and because of the urgency of the situation the coastguard immediately paged the crew of the D class inflatable.

The deputy launching authority at Whitby heard the call on his pager and called the coastguard, agreeing to the launch, and asking for the Waveney crew to be paged because of the conditions.

The D class launched at 0840 and the Waveney's crew were paged two minutes

Whitby East Division

later, the boat proceeding on service at 0845.

The northerly Force 5 wind was causing heavy breaking seas at the harbour mouth and the inflatable had to be driven through them before heading west, towards the position given by the first 999 call.

The coastguard sector officer ashore could see the casualty, and informed the crew by VHF that the yacht was actually to the east, towards Whitby rocks.

Breaking

Soon after altering course towards her the crew were able to see the yacht being driven towards the shore by a heavy northerly swell, which was breaking heavily on the shallowing water of the Whitby rocks.

The inflatable entered the broken water and the crew saw a figure in the water on the port side. Helmsman Nicholas Botham had to wait for an opportunity to turn, but



after a large breaker had passed the lifeboat was able to run back down and turn head to sea for an approach. The man was brought aboard with great difficulty at 0849, but was found to be dead.

The Waveney was closer inshore dealing with the yacht, and as the seas there were beyond the capability of the D class the helmsman decided to return to the harbour.

After waiting for a smooth patch of sea to enter the harbour the inflatable was re-housed and ready for service by 0940.

The Waveney *White Rose of Yorkshire* had also encountered heavy seas leaving the harbour and had set her course towards the inflatable as soon as she was clear.

Once clear of the breakwaters the yacht had been sighted closer inshore, upright, dismasted and beam-on to the seas. She was being driven towards the shore with a survivor visible in the water astern of her and apparently attached to the yacht.

Coxswain Thomson realised that he had only moments to try a rescue, and made a direct approach. About 30 yards off the lifeboat was hit by two large seas from astern, and he realised that he would have to go in stern-first to retain control.

Working astern with the engines, occasionally going ahead to stem large seas, the coxswain brought the lifeboat down to the casualty but found the yacht's rigging obstructing the approach, and had to move the lifeboat away.

A second approach was made, but as the lifeboat closed the yacht a large sea threatened to lift her on to the casualty, and once again the coxswain had to drive the boat ahead into clear water.

Survivor

Finally, on the third approach, the lifeboat dropped down astern near to the survivor, who managed to catch a line thrown to him. He was dragged aboard the lifeboat at 0902, and had to remain in the well for a time as the cabin door could not be opened safely until the lifeboat had been driven clear of the worst seas.

White Rose of Yorkshire took the survivor back to Whitby at 0904, and put to sea again to escort fishing boats to harbour.

As a result of the service Coxswain/Mechanic Peter Thomson and Helmsman Nicholas Botham have been awarded the RNLI's bronze medal, and the members of both lifeboat's crews, Peter Sellars, Glenn Goodberry, Barry Sneddon, Howard Fields, Robert Brooks and Andrew Jordan, have been awarded Medal Service Certificates.



Safely out of the dangerous waters of Whitby Rock – partly visible in the background – the Waveney class *White Rose of Yorkshire* heads for the harbour entrance with the survivor aboard (Photo Les Heath)



Fishing trip on the rocks

*Anstruther – Scotland
South Division*

A Glenrothes man's fishing trip ended on the rocks on 24 July, 1988 when engine failure on his 25ft cruiser *Wave Dancer* caused the boat to drift on to rocks by a nearby caravan park.

Anstruther's relief lifeboat, the 37ft *Oakley Sir James Knott* was called and stood by until the tide refloated the vessel.

The owner and two others aboard were unhurt.

(Photo courtesy Dundee Courier)

Amphibious rescue

*Eastbourne – South East
Division*

The Director of the RNLI has sent a letter of appreciation to two Eastbourne brothers after an unusual shore-boat service in which their amphibious vehicle helped a fishing boat, while Eastbourne's D class inflatable lifeboat stood by.

At about 1540 on 12 April 1988 the fishing boat *Searcher* reported by radio that she was anchored offshore at Eastbourne with gearbox trouble, and was dragging her anchor in a NE by E Force 6 wind. She was about a quarter of a mile beyond the 6ft surf breaking on the beach and the two crew asked the local boatyard for assistance – Eastbourne's Rother class lifeboat being unable to launch at low water.

Heavily laden

Brothers Brian and Colin Allchorn agreed to launch their amphibious DUKW, despite being heavily laden with 130 fathoms of chain for the Rother's low water launching gear, provided the D class stood by.

The DUKW launched successfully and made fast alongside *Searcher*. Although the DUKW was shipping water in the heavy seas the Allchorn brothers were able to buoy the fishing boat's anchor and return the boat to the beach through the surf at 1608.

Brian and Colin Allchorn subsequently wrote to the helmsman of the D class thanking the crew for standing by during the rescue.

The Director's letter thanked the brothers for carrying out the operation in a 'professional and seamanlike manner' and expressed gratitude for their continuing help to the RNLI in such matters as the laying of the hauling-off gear.

SAILORS WASHED OVERBOARD BY HUGE SEAS

Yacht sailed to safety by Atlantic 21 crew member

Lymington – South East Division

Lymington's Atlantic 21 lifeboat *Frank and Mary Atkinson* had to put a crew member aboard a yacht off the Shingles Bank during the strong winds of the late spring bank holiday after three of the yacht's crew had been rescued by helicopter.

The Atlantic's crew were on stand-by, and launched at 1713 on Sunday 29 May to go to the assistance of the only crew left on board the yacht. The 28-footer had been on passage from Poole to Chichester when three of her crew were swept overboard near the SW Shingles buoy in SW winds of Force 7 to 8 and huge seas. Conditions on the bank, which flanks the approaches to the Solent, were described by Helmsman Coster as 'very rough'.

Sea sickness

When they reached the scene, accompanied by the helicopter which had rescued the other three survivors, the lifeboat crew found the sole remaining sailor suffering from shock and sea sickness, and decided to put someone aboard the yacht to sail her to safety.

Lifeboat crew member Mike Crowe was put aboard in very dangerous conditions, and found that the yacht's auxiliary could not be used because the propeller was fouled. He therefore decided to sail her to Yarmouth, escorted by the lifeboat.

Single handed

The casualty was to the north of the Shingles, and, almost single-handed in gale force winds, Mike Crowe sailed her clear of the bank, then downwind to the North Channel, along the shingle beach of Hurst Point and through the entrance into the Solent. Once in more sheltered water the lifeboat took over and towed the yacht to Yarmouth.

Having delivered the yacht and the remaining survivor to the shelter of the Isle of Wight port the lifeboat returned to her station on the mainland and was back on station at 1915.

Seal of approval

Mumbles

South West Division

Mumbles lifeboatmen took part in an unusual rescue in July when they saved a seal from an early grave by freeing it from a fishing net.

The old seal, which is well known in the area and sometimes has to be shooed off the lifeboat slip before a launch, was spotted in distress by coxswain Alan Jones from the window of his home.

The seal's claws had become tangled in a net near the lifeboat station, but the coxswain and a few of the crew put out in the D class inflatable and their prompt action in cutting it free saved it from almost certain death.

Station Honorary Secretary Captain Roy Griffiths said 'He's quite a character down here, and the crew wanted to do what they could to help'.



Six saved from power boat

*Lyme Regis
South West Division*

The Lyme Regis Atlantic 21 *Independent Forester Benevolence* rescued six people on 22 May 1988 in a short but difficult service when a small power boat lost engine power and was being driven ashore by strong onshore winds.

Portland Coastguard requested the launch at 1500 on hearing of the casualty, which was just over half-a-mile to the west of the harbour.

The maroons were fired, and at 1510 the Atlantic left the station in a southerly Force 6 to 7 wind for the seven-minute passage to the power boat *Diamond Dove*, which by then was in quite heavy seas and in danger of being driven aground on a lee shore of rocky ledges.

Because of the shallow water the lifeboat had to put Crew Member James Thomas in the water to reach the casualty, and then stand off ready to float down a tow line.

Five of the crew were helped ashore through the surf, and one stayed aboard to help Crew Member Thomas with the boat.

A line was floated down and secured and the lifeboat towed the power boat back to the shelter of Lyme Regis Harbour.

Seven-hour service to cargo vessel in storm conditions

Giving help to the 400-ton cargo vessel *Calf Sound* kept Eyemouth's 44ft Waveney busy for some seven hours in winds of up to Force 10 on 25 March 1988. The vessel was anchored about two miles north of Eyemouth with engine failure when help was first requested at 0940.

Engineering assistance was needed, and with the NW wind at that time at Force 8 and moderate to rough seas it was felt that the local fishing boats would not be able to cope with the conditions.

The Waveney *Eric Seal* was launched at 0950 with Second Coxswain/Mechanic James Tarvit in charge, and by 1015 she had closed the casualty and landed an engineer. The cargo boat could not be manoeuvred to provide a lee and a 15ft sea and 6-8ft swell were running.

The problem was diagnosed, and a spare part and the services of a second engineer were found to be needed. The lifeboat returned to the shore for the part and the engineer, and then put them aboard the *Calf Sound*, before lying in the bay or harbour out of the worst of the weather.

By mid-day it was discovered the parts were unsuitable, and so, with the weather deteriorating all the time, the lifeboat had

All hands to the pumps



On the night of 22 June 1988 the fishing vessel *Marigold* ran on to rocks at Polkirt beach, 500 yards from Mevagissey Harbour and was badly holed. An overnight operation by a local boatbuilder, the coastguards and fire brigade patched the many holes and put four pumps

aboard. The Fowey lifeboat *Thomas Forehead and Mary Rowse II* (a 44ft Waveney) was called and is pictured putting another pump aboard before towing the almost sinking fishing boat to a beach in Mevagissey Harbour.

(Photo courtesy R. A. Hutton)

TWO BOATS AT SEA FOR A TOTAL OF 13 HOURS

Escort for listing cargo boat in 70 knot winds

Sennen Cove and Clovelly – South West Division

Sennen Cove's relief Rother *The Davys Family* was launched in winds gusting up to 71 knots on 25 March 1988 when the 300-ton Cyprus-registered cargo vessel *Retriever* was reported to have a 20 degree list in a position four miles to the east of the Seven Stones Lightvessel. Clovelly's relief 70ft Clyde *Charles H. Barrett* was also later involved in the service.

Launching at 0505 from Sennen *The Davys Family* reached the casualty just over an hour later, with the wind Force 10 from the west and seas about 20ft high. The Dutch cargo vessel *Eendracht* had also responded to the distress call and was standing by when the lifeboat arrived.

In view of the weather and *Retriever's* predicament, found to be caused by a leak, it was decided that a northerly course would be prudent. The lifeboat began to escort the listing vessel in this direction in the very heavy weather, and released her at 0815 in a safe position nine miles north of Godrevy Lighthouse.

Shelter

Eendracht had also been released and the casualty was able to proceed on her own, so *The Davys Family* made for the shelter of St Ives Bay to await better rehousing conditions at Sennen. She was finally re-housed at 1400 after nearly nine hours at sea.

Retriever and her six crew were met by Clovelly's relief Clyde at 1520, when she was some six miles west of Hartland Point, and escorted to the safety of an anchorage in Lundy Roads. The wind was still near-gale, with a very rough sea and 10ft swell, but had veered to west by north. *Charles H. Barratt* was released at 1700 and returned to her mooring at 1800, after four hours at sea.

Eyemouth – Scotland South Division

to go alongside the cargo boat once more, pick up the engineers and put them ashore.

At 1405 she returned once again to the vessel with the modified part and lay off out of the weather. The repairs to the ship were finally completed, and she was able to sail at 1530 and continue her passage to Blyth.

With the vessel under way she was at last able to provide a lee when the engineers were finally taken off at 1545, but the weather had now deteriorated still further and the wind had reached Force 10 during the service.

During the long service coxswain Tarvit had taken the lifeboat alongside the cargo vessel four times in very bad weather, only once with any sort of lee provided.

Arun tows yacht for 34 miles against NE gale

Newhaven's Arun class *Keith Anderson* was involved in a long and arduous service on 4 April 1988 when she was at sea for nearly six-and-a-half hours in a NE gale, picking up her casualty and four survivors some 34 miles from the station.

The service was initiated at 0845 by Solent Coastguard, who asked for the lifeboat to be launched to take over the tow of the yacht *Aubric* which had problems with her sails and engine. The survey vessel *Challenger* had the yacht in tow on a bearing of 215 degrees from the station, almost directly down wind.

Newhaven South East Division

Keith Anderson left her moorings at 0852 and proceeded at full speed to the position given, aided by the NE gale from astern.



On arrival at 1030 the lifeboat was asked by *Challenger* to take off two of the yacht's crew, who had been taken aboard the survey vessel. An 8ft swell was running, with a very rough sea and a NE Force 8 wind.

The transfer of the crew was difficult in view of the severe conditions, but Coxswain Beach managed it skilfully, without damage apart from the loss of two rope fenders.

The two crew who had been left aboard the yacht were very tired and had difficulty in casting off *Challenger's* tow and picking up the lifeboat's line, but when this had been achieved they were also taken aboard the Arun for the long tow back to Brighton, their home port, which began at 1058.

Punching slowly into the wind and sea with the tow it was not until 1419, nearly three-and-a-half hours later, that the lifeboat reached Brighton.

By 1445 they were ready to leave for the 25-minute run back to Newhaven, where *Keith Anderson* was refuelled and ready for service again by 1550.

The Newhaven lifeboat was also involved in the rescue caught in the dramatic photograph (left) from the harbour wall on 24 July, 1988.

A swimmer, visible under the lifeboat's starboard bow, is being hauled from the water.

Two men from a Brighton sub aqua club had been swimming in the comparative shelter of Newhaven Harbour, but then ventured outside where they got into difficulties in a SW Force 6 to 7 and rough seas.

The lifeboat launched at 1905 and reached the swimmers just under ten minutes later with Second Coxswain Paddy Boyle at the helm. One was some 200 yards from the beach by this time and the other almost in the surf.

The swimmers, who were wearing wet suits, were taken aboard *Keith Anderson* and landed none the worse for their exploits.

Photo courtesy John England

Tow line passed in SW gale

Hastings – South East Division

On Thursday, 24 March 1988 the Station Honorary Secretary at Hastings, John Heyes, heard on VHF channel 6 that the fishing vessel *My Lass* of Rye had broken her propeller shaft two miles south of the station.

Visibility was poor, and a strong WNW wind was already kicking up a moderate sea. With SSW gales of Force

8 to 9 imminent and conditions worsening it was decided to launch the 37ft Oakley *Fairlight* to recover the fishing boat.

The lifeboat was launched from her carriage at 1047, and by the time she had arrived at the casualty at 1105 the gales had arrived, with the wind having backed SW between Force 6 and 8.

My Lass was among fleets of fixed nets

and in heavy seas which demanded the closest teamwork and co-operation from the crew of the lifeboat.

Difficulties

Despite the difficulties Coxswain Fred White was able to pass and secure a tow without damage, and the crew of three remained on the fishing boat as she was towed back to Hastings.

The casualty was finally beached through the surf with the aid of the station's launching tractor, and the lifeboat was then recovered, rehoused and ready for service by 1152.



Offshore wind keeps inflatable busy

Southend-on-Sea South East Division

Strong offshore winds kept Southend-on-Sea's D class inflatable busy on 4 April 1988 when it was called out twice in the late afternoon for windsurfers and a stranded speedboat with five people aboard – which had requested help on a portable cellular telephone!

The first call came from the coastguard at 1540. Their mobile unit had been called to a previous incident involving a windsurfer, who had eventually made his own way ashore at Chalkwell. But the mobile unit stayed to observe, and some minutes later saw another windsurfer trying to paddle ashore and unable to make ground against the Force 6 wind from the NE.

The D class was called from her station at the pierhead, located the casualty within five minutes of the alert and delivered him safely to the coastguard mobile unit on the beach.

Hazards

The coastguard discovered that the first windsurfer had already been rescued once before that day, by Southend council's launch, and so the Sector Officer 'explained the hazards of strong offshore winds' to both men.

The D class was back on station by 1730, and did not have to wait long for the next call. At 1845 the coastguard reported they had received a telephone call from a 17ft speedboat. The boat was aground 'on the Ray Sand' about 40ft from the channel, but the five people aboard did not know their exact position.

In view of the long wait before the boat would refloat and the deteriorating weather conditions it was decided to launch the D class again, and at 1904 she set out to search for the casualty.

Just under 10 minutes later the speedboat was discovered – hard aground near Bembridge, which is some distance from the Ray Sand.

The five occupants had lifejackets and warm clothing, but no flares, and the NE wind had freshened to Force 7.

The lifeboat was with the casualty for nearly an hour before the speedboat was safely anchored, and all of the crew taken off. They were landed at the Coastguard's mobile unit at nearby Two Tree Island and the inflatable returned to her station at Southend pierhead at 2020.

On the beach



During the night of 18/19 March 1988 a 25ft Jaguar class yacht, on passage from Ramsgate to Gillingham ran aground in strong winds, fog and driving rain at Jury's Gap, Camber.

Rye's C class inflatable *The Lewes Appeal* and Dungeness's 37ft Rother *Alice Upjohn*

were launched early the next morning and were able to tow the yacht off to continue her passage.

The C class is pictured transferring the tow from the shallows to the Rother which is standing off in deeper water. (Photo C. S. Shore)

'Dismasted' yacht found sailing after long search

Crew member Alan Channell of the Poole lifeboat *Inner Wheel* has been sent a letter of thanks signed by the Chief of Operations following a service in which he was put aboard a yacht off Hengistbury Head in difficult conditions.

The 33ft Brede had been at sea for some time on 2 June 1988 trying to locate the casualty, after inaccurate reports of both the nature of her trouble and her position.

First news of the casualty came during a crew meeting, when a message was received from Portland Coastguard that a yacht had been reported by another yacht 'dismasted, making for Poole and in no need of assistance' four miles south of Hengistbury Head.

Assistance

It was decided that in view of the south-westerly Force 5 to 6 and the sea state the yacht would be in need of assistance, whether she realised it or not. So at 2030 the lifeboat launched, taking extra hands in view of the probability of putting crew aboard the yacht.

When she arrived at the reported position nothing could be seen, but a subsequent message then gave the position as on a bearing 141 degrees from the Head – some 40 degrees east of the original bearing.

The lifeboat moved to the east, but could still see nothing untoward. Reasoning that if the casualty was heading for Poole she would be inshore the crew began to search closer to the headland, and spotted a yacht at 2135 as the light began to fade.

Sailing

At first she appeared to be in no need of assistance, but it was decided to close with her, as another message had said that the 'dismasted' yacht was in fact sailing under main and jib.

Poole South East Division

The yacht turned out to be the 88-year-old, 44ft *Greyling*, which had lost the top few feet of her mast, jamming the sails aloft. She had been in difficulties since 1400 in mid Channel, and carried neither radio nor flares.

It was necessary to get the sails off her before she could be towed, but the four crew on board were unable to follow the coxswain's suggestion to remove the sail from the boom and brail it to the mast.

Coxswain Frank Ide decided to put someone aboard the yacht, despite the rough sea state and the pitching and rolling of both vessels, and so the Brede was brought in to the casualty.

The boats did not touch and crew member Alan Channell jumped aboard at the first attempt.

Smothered

Crew member Channell is an experienced sailor and soon had the canvas smothered. A tow line was passed at the first attempt, and with grass fenders in the bight to act as a spring the lifeboat began to tow *Greyling* to Poole, slowly at first due to the sea state, but increasing speed slightly as she came into the lee of the land and the seas decreased.

The yacht was berthed at the town quay at 0030 and the lifeboat was back on her mooring at 0130.

Exercise turns into busy day for City of Plymouth

Plymouth – South West Division

Plymouth's new Arun class *City of Plymouth* took part in no less than seven rescues on Sunday, 22 May 1988, when a sudden increase in wind strength to around Force 7 from the SE caught a large number of small boat owners unprepared.

City of Plymouth had left her berth in Sutton Harbour, Plymouth at 1030 for a special medical exercise with a total of ten crew members aboard, but just ten minutes later Brixham Coastguard contacted Coxswain John Dare with the first of the day's casualties.

Rocks

A yacht was in trouble SW of the bridge in Plymouth Sound. She had been driven on to rocks by the SE wind, and when the lifeboat arrived the crew were ashore and making their way back to Plymouth by ferry. The Arun towed the yacht clear and took her to Stonehouse Pool, making fast at 1135.

Almost immediately Port Control reported a catamaran in need of assistance to the east of Drakes Island. When the lifeboat arrived she found the cat on the rocks with the fishing vessel *Metan* attempting

to tow it clear. The coxswain was able to offer some advice, and the fishing vessel finally pulled the yacht free and began towing her towards Sutton Harbour, escorted by the lifeboat.

She was barely clear of Drakes Island when Brixham Coastguard called once more. This time a dinghy was in trouble off the entrance to the River Yealm, just outside the harbour. The crew of the lifeboat were still recovering the Y boat, but set off as soon as possible, only to have the dinghy reported safe five minutes later.

Returning to *Metan* and her tow they escorted them to Queen Anne's Battery. As the lifeboat was now near Sutton Harbour the coxswain decided to put the Honorary Medical Adviser ashore, but as he was disembarking Brixham Coastguard called...

This time the Arun was asked to remain on call to monitor the activity in Plymouth Sound, which the coxswain decided could best be achieved from a position just to the east of Drakes Island.

The lifeboat took up station here at 1215, and did not have long to wait until she received the next call.

FOUR LIFEBOATS FROM THREE STATIONS CALLED TO NORTH SEA FERRY FIRE

Ferry fire puts all emergency services on alert at Harwich

Harwich, Walton and Frinton and Aldeburgh East and South East Divisions

Four lifeboats, three helicopters, three tugs and a harbour launch were despatched to the passenger and cargo ferry *Nordic Ferry* on 24 March 1988 when a fire in the engine room immobilised her a mile SW of the South Bawdsey Light Buoy.

The 18,700-ton vessel was en route from Zeebrugge to Felixstowe, with 348 passengers and crew on board, when Harwich Harbour Operations were first informed of her predicament at 0605. No assistance was asked for at the time as the fire was believed to be out.

At 0710, with the vessel now anchored, the master reported the bulkheads were still hot, and asked for the fire services to attend. A fire tug and patrol launch were sent to the casualty, and because of the possibility of a large scale evacuation from the ferry the emergency plan 'Harwichcap' was activated, with all emergency services alerted.

At 0738 Harwich's Atlantic 21 and 44ft

Waveney *John Fison* were launched, followed by Walton and Frinton's 48ft 6in Solent *City of Birmingham* at 0741 and Aldeburgh's 37ft Rother *James Cable* at 0805.

The lifeboats closed the casualty in a SW gale, which was veering W, and having received confirmation that the fire was out, stood by while the electrical system and engine were tested.

Withdraw

At about 1000 the master of the *Nordic Ferry* asked for the lifeboats to withdraw to Harwich Harbour and to stand by there, as their presence was apparently causing anxiety among the passengers.

By 1022 the ferry was under tow to Felixstowe by tug – berthing safely at midday, when the four lifeboats were released.

The last lifeboat did not reach her home station until 1530, by which time some 130 lifeboat crew man-hours had been spent at sea.



City of Plymouth, Plymouth's 52ft Arun

At 1300 a diving boat called. It had an inflatable in tow, and by 1320 the lifeboat had taken over and gathered up the seven divers belonging to the boat, intending to return them to Fort Bovisand.

But then Brixham Coastguard called...

Now the casualty was a small motor boat, drifting on to the rocks off West Hoe. With the inflatable still in tow *City of Plymouth* set off, arriving at 1345 to find one speedboat, four people and a windsurfer on the rocks near the Hoe. After a confused conversation with the people ashore three of them boarded the boat and secured a line to the stern. The boat came off the rocks, but overturned in the process, and the people scrambled back ashore.

The Arun towed the speedboat back to Queen Anne's Battery, before going on to deliver the divers and their boat to Fort Bovisand at 1512.

But then Brixham Coastguard called...

Catamaran

At 1531 a catamaran was reported in trouble off the River Yealm and the coastguard asked the lifeboat to assist. The Arun began to head for the Yealm, and Brixham Coastguard called...

A canoe had been reported missing, but one of the lifeboat crew had seen it off Mountbatten Pier and so the lifeboat was able to proceed to the catamaran off the Yealm.

When she arrived the cat was already being towed by a fishing vessel, so the lifeboat turned for home again and sailed back to Sutton harbour. By this time most of the small boats in the Sound were back on their moorings and *City of Plymouth* was finally released by Brixham Coastguard. She was moored and made ready for service again by 1715.

In all, seven incidents involving 23 people were investigated, and assistance given in varying degrees during the seven-and-a-half hours the lifeboat was out on service.



**LAUNCHING TRACTOR
USED IN RESCUE**

Humane Society awards for crew members

Hunstanton – East Division

Two members of Hunstanton's lifeboat crew have received Royal Humane Society awards for rescuing a windsurfer – with the station's launching tractor.

The incident took place on 29 December 1987, and the awards were announced this August.

The first report of a windsurfer in trouble off Old Hunstanton came at 1230, but the message from Great Yarmouth Coastguard was that the casualty was making his own way ashore.

The station's tractor driver, John Connors, saw a white flare fired by Hunstanton's Coastguard mobile and went to the boathouse followed by Victor Dade, who had heard the incident on his scanner, and Alan Clarke.

Rocket

The Coastguard had fired a rocket line, but it had fallen short and the windsurfer was unable to reach it. His head was just visible about 80 yards off the beach in the 3ft to 4ft seas kicked up by a SSW Force 5 wind, with the NNE-running ebb beginning.

The wind and tide were taking the casualty out to sea, and it was now obvious that he would not be able to get ashore unaided, so it was decided the quickest way to provide help was to unhitch the Atlantic 21 and use the tractor to get as close as possible to the casualty.

With John Connors driving, and Victor Dade and Alan Clarke in dry-suits riding on it, the tractor was driven into the water until the wheels were covered, and the two men set off to swim out to the windsurfer.

Cramp

Victor Dade could not make it all the way, but Alan Clarke was able to swim out to the casualty and begin to tow him ashore. Although suffering from cramp in both legs and a bleeding nose he would not release his hold on his board, and so Alan Clarke had to tow that ashore with him. Victor Dade helped the two through the surf and the casualty was taken to the boathouse.

The Royal Humane Society has awarded Alan Clarke its Testimonial on Vellum and Victor Dade its Certificate of Commendation for their rescue.

Tug aground on Gaa Sands



Spirit of Tayside, Broughty Ferry's Arun, stands by the tug *Defiant* while a helicopter from RAF Leuchars prepares to take off the three-man crew. (Photo courtesy Capt. I. Fyffe)

Broughty Ferry's Arun class *Spirit of Tayside* was called out to stand by the Granton-based tug *Defiant* aground on the Gaa Sands on 13 May 1988. Although the wind was only Force 4 from the SE a 6ft to 8ft swell was running, and was breaking over the tug.

Forth Coastguard first alerted the lifeboat at 0740, and *Spirit of Tayside* launched ten minutes later for the five-mile passage to the Gaa Sands.

When she arrived at 0810 the crew found one of the tug's crew in a very distressed state, and as they could not approach the tug helicopter assistance was requested.

The master and mechanic also asked to be taken off when the helicopter arrived,

Broughty Ferry Scotland North Division

and after putting them aboard the lifeboat the helicopter took the distressed sailor ashore for treatment.

The lifeboat stood by *Defiant* until she refloated. By 1025 the two crew had been put back aboard the tug, and *Spirit of Tayside* was back on station by 1040.

Small boats in trouble

Tenby – West Division

Tenby's D class inflatable *Charlie B* was called to three small-boat casualties in two days during the late spring bank holiday when strong westerly winds reached Force 8. Two calls on one day were to small powered craft with machinery failure and another, two days later, was for the same reason.

The first call came after the station's honorary secretary spotted a flare at 1121 on Sunday 29 May, a mile ENE of the station. Launching at 1123 the inflatable reached the casualty five minutes later to find that both the main and auxiliary engines of the 17ft *Red Peg* had failed, leaving the vessel helpless in the offshore Force 5 to 6 wind from the W and choppy seas with a 2ft to 3ft swell.

The lifeboat took the boat and her two crew in tow and put them ashore at Tenby before returning to her station and rehousing at 1200.

That same evening the Coastguard saw another flare, this time three miles to the north of the station, and the inflatable was called again at 1915. The wind had freshened to Force 7 to 8 by this time.

By the time the lifeboat had reached the casualty, another small powered boat with machinery failure, they found a small pleasure boat already towing the disabled vessel towards Saundersfoot and escorted them into the harbour. The inflatable landed the casualty and its sole crew mem-

ber at Saundersfoot before returning to station at 1955.

The next day, Monday 30 May, the D class was also called out in the evening, this time at 1650 when the coastguard reported three people in trouble in a dinghy off Wisemansbridge.

The lifeboat set off for the reported casualty, but when just over 3 miles to the north of the station spotted another sailing dinghy, capsized and with one person in the water. The wind was Force 8 from the W, visibility was poor with a choppy sea.

A small boat had already picked up a second crew member, whom the lifeboat asked them to take ashore. The person was taken from the water, the dinghy righted and towed to Saundersfoot where the survivor was landed.

The original casualty had made its way ashore unaided, and so the inflatable returned to Tenby and rehousing at 1745.

Two days later, at 1400 on Wednesday 1 June, the D class was again called to a small boat with engine failure. The wind had moderated to Force 4 to 5, still from the W, and after a short search the lifeboat found an 18ft dory with one person aboard on the rocks in a small bay 2.5 miles west of the station.

It was necessary to anchor off and veer down on the casualty before a tow line could be passed, and the boat pulled out through the surf and towed to safety.

Your Letters



History of the membership scheme

Sir – It is evident from your columns that there is some confusion as to the origins of the membership scheme. Consequently I feel it is time to put the record straight.

At its March meeting in 1968 the Committee of Management, of which I was then deputy chairman, asked me if I would try and raise money from yachtsmen. I agreed and set up a committee.

I was commodore of the Royal Cruising Club at the time and enlisted the support of some well-known sailing friends. I had visited the German and Dutch lifeboat societies and was aware of their membership schemes.

My committee met frequently to formulate details and spent some time discussing a suitable name, finally deciding on 'Yachtsmen's Lifeboat Supporters Association, or YLA for short. I reported direct to the Committee of Management and not to any sub-committee.

It was decided to 'go public' at the London Boat Show in January, 1969. Sir Alec Rose had just completed his circumnavigation, so we asked him to be member number one and to stand up at the boat show and make the inaugural speech. All went well and we were then in business.

The Institution gave us a permanent staff and I put in Alasdair Garrett, a well-known RCC member as full-time secretary. When the Institution began to move to Poole the YLA office was temporarily located in offices in Salisbury, which was very convenient for me living in that city.

The objective of the YLA was principally to raise money and to do that it was necessary to recruit members. After a while it was considered that the name YLA lacked appeal and it was decided to change it to 'Shoreline'.

Once the scheme had been set up Head Office took over the running and my committee was disbanded. I continued to take a keen interest while the office was at Salisbury run by my friend for two or three years, but when it finally moved to the new HQ at Poole my involvement ceased.

I am naturally gratified that the membership is now well over 100,000.

F. R. H. Swann

Ex Chairman and Life Vice President, RNLI

Stratford-sub-Castle, Salisbury.

Open Day thanks

Sir – Many thanks for a most enjoyable day yesterday at the Open Day – interesting, informative and at times quite inspiring. Well worth the three-hour train journey each way to visit you.

My congratulations to all concerned for such a well-organised event.

Please tell the panic-stricken young man on his first stint of talking to visitors we don't actually bite! My heart goes out to him, I know the feeling!

Stephanie Carley
Godalming, Surrey

Thanks – and peace of mind

Sir – I would like to inadequately express my, and my family's, sincere thanks for your team's efforts in assisting me in Langstone Harbour recently.

As I was clinging to the anchor cable of the yacht that first came to our aid my last memories are of the sound of a large out-board motor – and I knew instinctively who it was.

I was released from RNH Haslar three days later and after a week's sick leave returned to my duties at the RN Staff College, Greenwich.

As a year-round fisherman and wild-fowler in Langstone Harbour I am sure I can speak for all those who follow such pastimes, and many have spoken to me since the incident, that the RNLI presence at Eastney gives us much peace of mind.

Lt Cdr R.C Twitchen
Emsworth, Hants.

Editor's note – Lt Cdr Twitchen's letter of thanks was sent to the Honorary Secretary at the Portsmouth station and is reproduced with his permission.

A link with the past

Sir – I was very interested to read in the Summer 1988 issue of THE LIFEBOAT that HRH Princess Alexandra presented the awards at the Annual General Meeting of the RNLI.

I remember attending an AGM in the late 1930s when her beautiful young mother, the Princess Marina, presented the awards, and a lifeboat was later given the name of her baby daughter Alexandra.

I wonder what became of that lifeboat, is it still in service?

As a member of the Morden, Surrey, Women's Institute I used to collect regularly for the RNLI on flag days, and was given the ticket to the AGM in consequence.

In admiration for all the brave men who so freely give their services to help others in dangerous conditions I continue to give what I can to the funds, but in my eightieth year can give little physical help now.

Frances M. Breed
Greatham, Rutland

Editor's note – The 52ft Barnett Princess Alexandra of Kent entered service in 1958 and was stationed at Torbay. She was transferred to the relief fleet in 1975, served as station boat at Tynemouth in 1979 and 1980 before being returned to the relief fleet, and was sold out of service in 1983. She was launched 198 times and saved 88 lives during her 25 years with the RNLI.

Letters concerning any aspect of the RNLI are welcomed by the Editor, who reserves the right to shorten or amend them as necessary. Write to: The Editor, The Lifeboat, RNLI, West Quay Road, Poole, Dorset BH15 1HZ

On the way back



The lifeboat discovered by John Brunning at Kippford, believed to be ex-Kirkcudbright

Sir – Some months ago there was a note in THE LIFEBOAT regarding someone who wanted information about boats which had left the service and gone into private ownership.

Last spring I was in Kippford, just south of Kirkcudbright, and came upon a single-screw Liverpool-type looking rather forlorn. I took some photographs of the poor old girl but my camera was misbehaving and the film was spoiled.

This year I had better fortune and enclose a photograph which may be of use to the enquirer. I understand that this boat is ex-Kirkcudbright and has been used for 'trips around the bay'.

The owner died a couple of years ago and she was put up for sale. From the evidence of work being done it may be that she'll be working again soon.

John Brunning, Huyton with Roby, Liverpool

After the hurricane

THE hurricane-force winds which caused so much damage in the south of England last October resulted in a dozen launches by lifeboats in the area affected by the storm, with three of the services leading to medal awards.

The day after the London presentation of the medals the three coxswains involved, **Roy Couzens** of Dover, **Derek Sargent** of Weymouth, and **Robin Castle** of Sheerness, spoke to the RNLi's Staff Officer Operations, **Mike Pennell**, about some aspects of the services and the effect on themselves, their crew and the boat.

Advance Warning

Mike Pennell: *I would like to start by asking you what sort of warning you had of the severity of the weather last October, and of a service in the offing?*

Derek Sargent: That was the last thing that crossed my mind that night. The wind was freshening all day, with gale warnings, but in October you do not expect the kind of winds we had that night. It is very difficult to appreciate the wind speed at Weymouth because we are reasonably sheltered in the harbour, if the wind is in the south it appears to be coming from a westerly direction, down the harbour, so we had no information whatsoever.

The weather was coming up across a corner of Kent. Roy and Robin, did you have any thoughts of a service in the offing?

Roy Couzens: Not particularly, the weather was blowing of course and started to pick up during the evening. I had no idea how bad it was until the hon sec phoned, and I realised there was no power in the house and I could hear the wind outside.

Robin Castle: We had nothing to tell us there was going to be a wind at all. At 8 o'clock that evening it was a beautiful night – there wasn't a breath of wind at Sheerness. Yet from about midnight onwards they upgraded the gale warning to a hurricane warning within two hours, and within another hour that was it – it was on top of us.

Crew Selection

If we can move to the point where you got your calls from honorary secretaries and deputy launching authorities. You knew the conditions by then. Did you have any feelings about selecting crews specifically for a heavy job?

'I had no idea how bad it was until I realised there was no power in the house and I could hear the wind outside' – Roy Couzens

Couzens: I may have been in a slightly different position from the others. The hon sec said the beepers had been alerted, but there had been a total power failure and I realised the beepers had not gone at all. The hon sec said the maroons had gone – so I really was on a wing and a prayer as I drove to the station.

The lads would normally be there before me, but one or two blokes were literally just turning up having heard the maroons.

So you were taking a crew as they arrived?

Couzens: Absolutely, and as it happened it was a crew I probably would have picked anyway, to the man.

Sargent: There were a lot of 'firsts' on that night. Normally we work a system where three retained men go on every trip, and the first four out of the eleven 'runners' go.

That night the hon sec took the unusual step of wanting me to assemble the crew, which we always do by phone in the 'silent hours', between ten and seven in the morning. That would have meant making 13 phone calls and I would then have had 14 men to select from, which



Acting Coxswain Roy Couzens

Station: Dover

Boat: 50ft Thames *Rotary Service*

Conditions: Wind SSW Force 16-17, gusting to more than 100 knots. Seas 20ft high within Dover Harbour, more than 60ft outside.

Service: Rescued three survivors from 300ft bulk cargo vessel *Sumnia* which had dragged her anchors on to a lee shore on the Dover breakwater. Propeller fouled before the service, and severe vibration encountered during the operation. Coxswain Couzens suffered a heart attack during the rescue and has had to leave the Dover crew as a result.

Awards: Silver Medal for Coxswain, Bronze Medal for all six other crew members

was going to be a very difficult problem.

I said 'can't we wait until something is definitely going to happen', bearing in mind this was only anticipatory. He said no, in view of the conditions he would like me to get them all down.

I made about three phone calls and then the next thing I remember is scuttling down below, because I live in the flat above the lifeboat station. Before I phoned the last one the roads were impassable, so I had eight, nine people turn up – one arrived just after. There was one young lad there who, sadly, I had to make the decision not to take, it was the first time I have ever had to do it in 21 years at Weymouth, I think it was the only time.

Robin, you invariably have a full crew turn up anyway don't you?

Castle: We are on a bleeper system – they all have an individual number and I can bleep what person I want. So I can take all the experienced hands or I can take the youngsters.

But on that particular night it was a volunteer group, one page went out to all crew members, and those who were available to move the boat out of the berth due to the weather conditions came.



Coxswain Derek Sargent

Station: Weymouth

Boat: 54ft Arun *Tony Vandervell*

Conditions: Wind SSW Force 10, forecast to increase, visibility reduced by rain.

Service: Rescued five survivors from 40ft catamaran *Sunbeam Chaser* 12 miles south of Portland Bill. Catamaran experiencing engine and steering difficulties and being sailed downwind with wild corkscrewing motion. HMS *Birmingham* and RFA *Black Rover* standing by. Catamaran escorted into Weymouth after passing perilously close to Shambles Bank.

Awards: Bronze Medal for Coxswain and Medal Service Certificates to six other crew members



Coxswain Robin Castle

Station: Sheerness

Boat: 44ft Waveney *Helen Turnbull*

Conditions: Wind SSW Force 15, sea 20-25ft high, visibility poor in rain and spray.

Service: Rescued two survivors from 16ft angling boat anchored and sinking in shallow water at the edge of the channel. Lifeboat grounded during the rescue and stranded until following high water. Two crew members entered water to lay out anchor. Lifeboat had been moved to a safer, alongside berth before the service in severe weather conditions.

Awards: Bronze Medal for Coxswain, Thanks on Vellum to two crew members and Bronze Service Certificates to three other crew members.

The coxswain, second coxswain and the assistant mechanic were there and three volunteers managed to get there through trees and whatever. A couple more turned up who I had to refuse, as I didn't want too many aboard the boat.

Conditions Ashore

There was a lot happening ashore by the time you launched, were you or your crew concerned at leaving home and families to the mercy of the hurricane? A few certainly had trouble getting down to the boat.

Couzens: In our case Dom McHugh went to get in his car, and his chimney blew off onto it... driving down to the boat was quite an experience.

Any hazards at Weymouth?

Sargent: No, I don't think so. I think they all got there, in fact when I rang seven, and knew they were coming, I didn't ring any more. I don't think there was too much damage. There were slates off, but not much damage.

Castle: The ones that did come down from the Minster end of the island came

into the main approach to the docks. It was like a hurdle race, they had to leave their cars at the entrance to the dock road and run down about a mile to the berth. Trees were across the road, lorries and trailers had been overturned in the car parks and blown across the road. When they did actually get down there we were in total darkness as well, there wasn't a light to be seen anywhere.

It was the same at Dover, with all shore power gone. Did you lose shore facilities in Weymouth?

Sargent: No. I think the Admiralty at Portland expected winds, because they took the unusual step of putting all their frigates and destroyers to sea. The *Birmingham* and the *Black Rover* were involved in the service, they steamed out in the Channel, I think that was the reason they were there.

Couzens: Our guys had to get dressed using torches and car headlights. We got dressed in pitch darkness and there was no light going down onto the boat and the berth.

Which leads us to the problem you had before you could leave with the Dover boat, working that berth in total darkness.

Couzens: We did have power, and the deck lights on.

Castle: That's what we had to do. The boat was ranging up and down on its moorings and, with two blokes at the top of the wall holding torches down the ladder, you had to time your jump across to the boat. Once we got the first one aboard, and the engines started we put on all the lights that we had, but up to that point it was very difficult.

Launching

When actually launching to the casualty, you went out after consultation with the hon sec, Derek, but what about the other two?

Castle: We were sitting in Queenborough, on the buoys, and the hon sec was on duty for port operations so we were in direct contact.

Couzens: The last contact I had with the hon sec was the initial call. He said that we were to await further instructions. I had one telephone call at the station, from the coastguard, saying that the *Hengist*, which was one of the vessels for which we were on anticipatory call, had gone aground and that in no circumstances try to launch as we wouldn't get out of the western entrance. Then the other ship, the *Sumnia*, arrived, and although she turned out to be the major casualty she was secondary at the time as I knew nothing about her.

One of the DLAs managed to make it down to the boat just after you had got away, so you took the action on your own initiative, to move in preparation for anything that might come up?

Couzens: Yes, it was apparent that the *Sumnia* was getting in worse and worse problems.

Boat Preparation

Did any of you make any particular moves for general security for the boat, or just standard heavy weather procedure?

Sargent: No, we thought it was just going to be a normal service, we've got every confidence in the boat. Everything should be lashed down without making any special preparations. We just went, when we got outside the harbour we knew it was going to be worse than normal.

Castle: No, not really. The only thing we did do was activate the lifejacket lights. All the safety lines were rigged anyway, aft of the wheelhouse, and everything was lashed down so there were no worries.

Couzens: Only safety lines rigged.

Were the crew actually on lifelines, on the boat's jackstays?

Couzens: That's right.

Castle: Yes.

Sargent: No. We operate a different boat. Our back door was shut and no one went out on the deck of the Arun, after we had lashed down the Y boat which had broken loose.

Continued on following page

After the hurricane

Continued

Communications

Communications are a major part of any service. There were problems ashore at two of the stations involved, were there any problems with communications at Weymouth?

Sargent: We had a weakness in the VHF aerial. We'd been running about 15 minutes when the Y boat broke loose and the two crew members who went up top to lash it down noticed that the aerial was down and the radar scanner was hitting it every time it turned. Nothing could be done about it, because they couldn't possibly climb the mast to put it away. We went on the emergency aerial from then on, and had no real problems – it worked well.

Any trouble with range on the emergency aerial?

Sargent: Not really. A couple of times there was difficulty but it didn't affect the service, we always got communications. It was the first time we used it in anger, it proved it works!

Castle: There were no problems at all communications-wise. We had the port authority monitoring us as well, so if one failed we did have the other we could go through.

Couzens: The only problem we had really wasn't so much the actual communications itself, we knew what was going on, but the Coastguard's radar scanner at Dungeness stopped turning, due to the ferocity of the wind. They were having to rely on boats and the Folkstone pilots.

The Folkestone pilots' big viewing window was in danger of been blown in, so they couldn't look at their radar screen all the time – they had to take shelter. Port control had evacuated the control tower on the West Pierhead. He was really operating it blind, being governed by boats and the pilots - when they could look at their radar.

The Dover Lifeboat, the 50ft Thames class *Rotary Service*



The Weymouth Lifeboat *Tony Vandervell*, a 54ft Arun class

(Photo courtesy Focus Press)

What about communications around the boat, with a lot of noise from the weather, and wind and sea generally?

Sargent: I can't say we experienced any problems. We were inside, and that makes a lot of difference.

Castle: I don't think there were any real problems. When the forward deck speaker was switched on there was a loud howling, and you couldn't understand what they were saying back to you because of wind noise across the speaker. We have one headset for the coxswain, but not out on deck.

Couzens: We had no problems at all. We have the new helmets though we did not use them that night. They were still relatively new to us and I think you tend to go for the old methods. We just wore bump caps, in or outside the boat.

You were operating from the upper position throughout. What about you Derek?

Sargent: I only went up there when we approached the casualty. That's the beauty of an Arun – in those conditions you would not want to be up on top. I took someone up with me – because we tried to rig a searchlight. We soon found that it was going to be more trouble, because the motion was quite violent, and once we took the way off the boat it became very difficult. Not only that, the searchlight was useless. I needed to be on the starboard side of the top steering position, the casualty was on the starboard

side, and so we would have to put the searchlight on the port quarter. One minute the beam would be up, and then down – we did all our illumination that night with an Aldis from the aft part of the deck, which I found most effective.

Castle: When we got to our casualty it was just becoming daylight. We had the wheelhouse searchlight on as we were going up to the temporary mooring, before the service, but we found it was no good at all.

Couzens: We didn't use any. Visibility was so poor anyway, if anything it would have hindered us because of the reflection back from it.

The Approach

Two of you were working in deep water, but Robin, you certainly were not. Did any of you have any particular method of approaching in the extreme conditions? Were they different from normal?

Sargent: My particular problem was that the catamaran had altered course to run with the weather and the skipper, we now know, was not in communication with his crew – and the VHF was in the cabin so we could not get any information to him.

The crew were appealing to be taken off, and it's a lot easier to get alongside a big ship in conditions like that night, provided you keep way on both boats. I like to transfer at about 8 knots. There is no need for any ropes.

You all have the advantage of power, with fast lifeboats.

Sargent: I can only speak for the Arun, but I think you would have had great difficulty with a Barnett, a Watson or a slower boat. You would have got there all right, but whether you could have manoeuvred alongside like we did that night I very much doubt – we were using full power on one engine. We made several approaches, but we managed to get alongside twice for long enough to take the casualties off.

Roy, although your casualty was not moving, presumably your problem was just holding the lifeboat where you wanted it?

Couzens: When we first got to it, within about 20ft, I really thought I'd have

to run on to it, as the only way to get the guys off, but the rise and fall of the casualty made it very difficult – we would have had heavy damage, I think. The only time we used full power was when I was manoeuvring. Although we had deep water we had lack of sea room.

Having cleared the entrance I only used the throttles both together, but we needed full power at one stage when we met a really big one.

Rob, you were in shoal water throughout.

Castle: Yes, an unusual one. That particular morning our casualty was anchored, but slowly but surely sinking. The waves were absolutely on top of him, and he was filling up all the time – he was only 16ft long.

It was a case of either standing off and seeing these two guys get washed away, possibly you would never get hold of them, or run in and try and grab them and run back out again.

We ran in OK and grabbed them OK. Then a nasty gust of wind came through, caught us and took the bow round before we could do anything, she didn't want to know and that was it. Probably nine times out of ten we would have got away with it quite easily.

The Boats

We have three totally different classes of boat involved here, although they are all fast afloat boats. Confidence in your own boat is something that you only prove yourself, whatever you read about others.

Couzens: Well I've had experience with the Waveney's, and also on the Arun, and I can honestly say that I wouldn't change the Thames for anything. I think the Waveney is probably one of the best boats in the fleet, but I think that night it would have been a bit too small, I really do.

Given the distance I had from the breakwater to actually put full power on, the Thames responds, like a racing car. The Arun is a bit more 'give me some distance to get there'.

I don't think the Thames could have been bettered, we were on our side on three occasions, and one time we thought she was actually on her way over.

Sargent: I've been associated with the Arun for 13 years now, I was fortunate in doing most of the trials with the late Captain Harding, so I was brought up in the right school, I knew the capabilities of it.

Castle: Yes, I think the Waveney was the right boat for the job in many ways. The crew and myself have full faith in it. She went over a couple of times and I think it's the only time I wished she had assisted steering, because running before that sea you discovered muscles you didn't know you had! But she was a good boat, we had full faith in her. She did everything she was expected to, no problems at all.

Were your crew on deck, or in such shelter as you have on a Waveney, all the time?



Helen Turnbull, the Sheerness 44ft Waveney class

Castle: Sheltered under what is there, but there's hardly anything really. I didn't have a harness on, but the crew were all on deck with lifelines and things.

Did you have your harness on when you went on top, Derek? And what about the crew in the cabin when you were down below on the approach?

Sargent: I didn't have my harness on when I went on top. Some of the crew had lap belts on, and two of them were actually lying on the floor because the most comfortable part of the Arun, if you've got to stand up, is alongside the coxswain in the wheelhouse. But that night it wasn't, they said it was more comfortable wedging in where they could.

'I think the Waveney was the right boat for the job' – Robin Castle

Couzens: The radio operator was strapped inside and everyone else on lifelines on the outside. Personally, I would like to see a full harness, maybe on an inertia reel.

Without the lines I would never have been able to stay on, I was actually hanging in the harness on three or four occasions and there was no way I could maintain the position at the wheel unless I was strapped. The motion was so violent.

Effect on the Crews

In two cases there were no tragedies, but, Roy, you and your crew achieved far more than I think most people thought possible, but there was a loss of life on your service. Do you think this had an effect on your crew?

Couzens: After we came in and dropped the three survivors, it was pretty obvious that the crew themselves were very badly shaken. We were only alongside for about five minutes before we went out a second time. There was a sort of driving force, no one even questioned that we might go out again.

When I was in hospital, lying three beds down from me was the third survivor we picked up, I really could not wait to speak to him. In my own mind I wanted to know whether if I had gone out there 20 minutes earlier we may have got everybody. He reassured me actually.

Sargent: I am sure it does affect the crew. Fortunately it does not happen too often – not in my career with the RNLI – but we have, sadly, picked up one or two bodies, more so in the sailing fraternity who have gone out in a new boat and their wives have reported them missing. Perhaps anglers, we have been searching all night and possibly about 11 o'clock in the morning you see a lifejacket with a body in it. Yes, it makes your fingers tingle a bit. You think of the families.

Castle: I agree. It does affect the crew if you carry out a search and regrettably you cannot find anyone.

The other effect on the crew is the result of a period of very high stress and physical and mental exertion, the reaction comes after you have got back.

Couzens: I agree, one of the regular crew members who met the boat said the crew appeared to be in a state of shock.

Sargent: We were all delighted with the outcome. I mean our service was a little bit different, we achieved what we had to do, and in those conditions, we looked back with pride.

My boys were delighted at the outcome. We were more worried when we got back – we did not know the boat was damaged. We definitely did not damage it going alongside, but we had a good idea when it happened. What worried them most was to see a 10ft piece of spray rail missing, that really made them forget everything. The Institution's hull surveyors were down very quickly, and the next day we had to take the boat away for repair, so they had other things on their mind.

Castle: The crew's reaction was that the boat was OK. After all we had a long period when we had to sit and wait, and I suppose in many ways that helped to take a bit of tension out of the launch. I think that helped really – I was glad to get back but I think the time we were on board relaxed them a little bit. ☐



Membership News

Governors ... Shoreline... Storm Force...

Happy families

There are no prizes for spotting the most recent change to our advertisement for enrolment into the RNLI Membership Scheme. There is no need for 'Family Membership' now, as children can become Storm Force members in their own right, and as a result the Family Membership category has been replaced with Joint Shoreline Membership for husband and wife.

Re-member 1989

No prizes either for helping in our latest membership drive. Our gimmick is that there are no gimmicks, and your reward will be helping to see RNLI Membership playing a major role in providing funds for the Institution's most ambitious building programme ever!

All we are asking is that each member enrolls one new member - and with some 133,000 people now in the scheme the result could be spectacular if we succeed.

1989 is a special year for the membership - ten years ago, in 1979, an appeal to Shoreline members raised enough funds to buy a 37ft Rother, which was named *Shoreline*. Now, a decade later, the 9-knot carriage-launched boats are beginning to be replaced by the latest, fast Mersey class. Elsewhere in the journal you will see plenty of details of this latest addition to the RNLI fleet - and the fact that a new boat costs around £350,000.

We could do it again. If just a third of the membership recruited a new member, bringing in an average of say £10, we would be well over the target. Just one new member each, that is all it takes, so make use of the enrolment form on this page and start the ball rolling for a new Members' lifeboat. Make 1989 a year to 're-member'!

If the appeal succeeds we will have the pleasant task of choosing a new name, one which reflects the changes in the categories of members in the scheme, so why not

think about the new name while you round up some more supporters?

The special enrolment form will appear in each issue of THE LIFEBOAT from now until the end of 1989, or use a photocopy if you do not want to cut your copy of the journal.

Check your direct debits

Several members of the former Associate Member grade have written to say that their direct debits for renewal subscriptions have not been claimed.

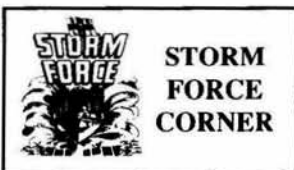
The reason is that the minimum which can now be claimed by direct debit for *membership* subscription is £6. Associate Members were advised in November 1987 that new mandates would be required if their existing ones were for less than this amount and they wished to continue as members. Any amount for less than the £6 minimum is gratefully accepted as a donation, but it does not keep you as a member of the scheme.

The present renewal form contains a direct debit mandate which can be used to increase an existing payment or to convert from a cash payment, but, in any event, do tell us what you intend to do.

Just one new member each

That's all it would take to pay for a new Mersey class lifeboat

Make 1989 a year to 're-member', get a friend to fill in this form



Heather Deane, Deputy Public Relations Officer, is pictured presenting two of the successful participants with their prizes at Cowes.

On the trail at Poole and Cowes

Among the many events held for Storm Force Members were special Treasure Hunts at each of this year's Open Days, where a trail of clues took members around either Poole or Cowes bases.

See classified advertisements for Storm Force membership details

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



I wish to join the RNLI, here is my subscription:

Shoreline
Member - £6 pa
Joint Member (husband and wife) - £9 pa
Governor - £20 pa
Life Governor - £200 or more

Name _____

Address _____

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R1/A88

If you are not a member join now!

Naming and dedication

Ceremonies

Littlestone – Atlantic 21 *Lady Dart and Long Life II*

Littlestone's latest Atlantic 21 rigid inflatable, *Lady Dart and Long Life II*, was named and dedicated at a ceremony at the town's lifeboat station on 6 July 1988.

The new boat, the second Atlantic 21 and the fourth inflatable at the station, was funded jointly by the RNLI Ladies' Darts League of the Romney Marsh and Allied Take Home, brewers of Long Life beer. The 30 ladies' teams had raised the money by donating 5p for every darts game leg they lost during their Tuesday night matches.

The lifeboat was presented to the RNLI by the chairman of the Ladies Darts League, Mrs Mary Baker-Cass, on behalf of both donors, and Mr A. K. S. Franks, a member of the RNLI's Committee of Management accepted the boat before delivering it into the care of Mr G. W. Schneider, branch honorary secretary.

Canon L. P. Ford of St Nicholas church, New Romney and the Reverend Mark Roberts of St Mary's on the Marsh church conducted the service of dedication before Mrs Peggy Battrick, Honorary Secretary of the darts league, named the boat and Mr A. Carolan of Allied Take Home unveiled the donors' plaque in the lifeboat house.

The music for the occasion was provided by the band of the Folkestone Salvation Army.

Moelfre – Tyne class *Robert and Violet*



Moelfre's new Tyne class goes to sea after her naming ceremony in company with the station's D class inflatable. (Photo courtesy Jeff Morris)

Crowds lined the harbour walls at Moelfre on 2 July 1988 to watch the naming ceremony of the station's new Tyne class lifeboat *Robert and Violet*. Dr O. C. Parry Jones, chairman of Moelfre station branch, opened the proceedings and Mr Michael Vlasto, divisional inspector of lifeboats described the lifeboat.

Mr Bruce Maughfling, representing the donor of the lifeboat, formally handed her over to the RNLI which was represented on this occasion by The Lord Stanley of Alderley, a member of the Institution's

Committee of Management.

He in turn delivered the boat into the care of the station, and it was accepted by Captain David Jeavons, the station's honorary secretary.

The Right Reverend J. Cledan Mears, Bishop of Bangor, conducted the service of dedication, after which Mrs Lesley Roberts, wife of Moelfre Coxswain William Roberts, was asked to name the lifeboat. Music for the occasion was provided by the Menai Bridge Brass Band, Moelfre Schoolchildren and Cor-y-Traeth.

Galway Bay – Arun class *Roy and Barbara Harding*



Roy and Barbara Harding at her naming ceremony at Galway Bay. (Photo courtesy Lt Col Brian Clark)

The hot summer sun shining on Kilronan Harbour and the lifeboat flags and colourful bunting formed an almost perfect backdrop for the naming ceremony of the Galway Bay lifeboat on 11 June 1988.

A huge crowd of local people from Inishmore Island was joined by invited guests from throughout Ireland. Mrs Barbara Harding, who was present to name the lifeboat, had travelled from Devon and the new Arun class lifeboat brought them from Rossaveal on the mainland to Kilronan.

The chairman of Galway Bay branch, the Very Reverend Athair Padraic O'Tuairisg opened the proceedings by welcoming the guests in Irish and English.

The Lord Killanin, a Vice-President and member of the RNLI Committee of Management, delivered the lifeboat to Galway Bay branch, and Mr Coleman Hennon, honorary secretary of the branch, thanked Lord Killanin and accepted the

new lifeboat with pride on behalf of the branch.

The service of dedication and blessing was conducted by the Right Reverend John Neill, Bishop of Tuam, Killala and Achonry and the Very Reverend Athair Padraic O Tuairisg. The local church choir led in the singing of two hymns.

Dr Marion Broderick, the honorary medical advisor for Galway Bay lifeboat, which is regularly required to provide an ambulance service to the mainland from the islands, proposed the vote of thanks on behalf of the branch.

The Director of the RNLI, Lt Cdr Brian Miles, then introduced Mrs Barbara Harding saying that her husband Roy was Operations Trials Officer of the RNLI during the initial period of development and evaluation of the Arun class lifeboat. Mrs Harding has been honorary secretary of the Seaton, Beer and district branch since 1940 and has been an honorary life governor of the RNLI since 1984.

Mrs Harding was then invited to name the lifeboat *Roy and Barbara Harding*.

Ceremonies

Continued

Lowestoft – Tyne class *Spirit of Lowestoft*

A helicopter flying overhead often marks the end of a naming ceremony, but at Lowestoft on 26 May 1988 the Duke of Kent's red helicopter circling over the Trawl Dock at Lowestoft seemed to push away the clouds ready for him to christen the town's new 47ft Tyne class lifeboat under blue skies.

Mr Timothy Hall, chairman of the Lowestoft station branch opened the proceedings by introducing Councillor Peter Hunt, Chairman of Waveney District Council, who handed over a cheque for £450,000, representing the money raised by the 37-month Lowestoft Lifeboat Appeal.

Mr Michael Vernon, Deputy Chairman of the RNLI, accepted the cheque on behalf of the Institution, saying that it was 'a fantastic achievement by the people of Lowestoft', before officially handing over the new lifeboat to Mr Michael Chapman, the station honorary secretary.

Accepting the lifeboat on behalf of the station Mr Chapman expressed his delight that Lowestoft had been allocated a modern Tyne class boat and paid tribute to the



Spirit of Lowestoft, Lowestoft's new Tyne class, waits for her official name with Gorleston's Waveney and Southwold's Atlantic 21 in the background. (Photo courtesy Jeff Morris)

generous response from the many organizations and individuals who had raised the money during the appeal.

Mrs Trixie Preston, chairman of the Lowestoft ladies guild, gave a vote of thanks, thanking the Duke for his presence, and saying that the lifeboat's name, *Spirit of Lowestoft*, summed up everything which had been experienced by the fund raisers.

After a short service of dedication led by the Rector of Lowestoft, Canon Paul Alton, the Duke of Kent christened the life-

boat with a bottle of champagne in traditional style, saying 'there is always a link between community and lifeboat, but nowhere could that link be stronger than in Lowestoft'.

A Sea King helicopter from RAF Coltishall provided the finale for the ceremony, appearing on cue streaming the RNLI flag, and as *Spirit of Lowestoft* put to sea for a short trip with the Duke of Kent on board she was flanked by two of her sister lifeboats from Gorleston and Southwold.

Longhope

Tyne class *Lord Saltoun*

The island of Hoy and the small community of Longhope was the setting for the naming ceremony of the Tyne class lifeboat *Lord Saltoun* on 22 July 1988. Despite the cold wind and heavy rain virtually the whole of the island's population gathered on the pier to participate in the occasion.

As the platform party arrived, preceded by piper Malcolm Robertson, branch chairman J. Foster Groat invited Sarah Gillespie, daughter of a crew member, to present a posy to the namer of the lifeboat.

Brigadier Robertson, representing the RNLI, acknowledged the generosity of the donor - a legacy from Mrs Mary Salvesen - and delivered the boat to the care of the Longhope station.

The lifeboat was accepted by the station honorary secretary, Jackie Groat, before the Reverend Montieth and Reverend Penny conducted the service of dedication.

When invited to name the lifeboat *Lord Saltoun*, Lady Saltoun expressed her family's pleasure at this tangible tribute to the memory of her late father who had been so closely associated with the RNLI as Convener of the Scottish Lifeboat Council.

Harwich – Atlantic 21 *British Diver II*



Robert Norgren, Chief Executive of the British Sub Aqua Club, christens Harwich's new Atlantic 21 *British Diver II*. (Photo courtesy Tony Ellis)

Harwich's new Atlantic 21 rigid inflatable *British Diver II* was called out on service just hours before her naming ceremony on Sunday 19 June 1988.

Despite being called out to a Dutch yacht stranded on the Deben Bar and being at sea for three hours the lifeboat was ready for the ceremony which went ahead on time.

At the ceremony at Harwich's lifeboat house the new Atlantic was handed over by Mr Robert Norgren, Chief Executive of

the British Sub Aqua Club which funded the boat, to the RNLI's Head of Fund Raising, Anthony Oliver - who in turn handed her over to the care of Captain Rod Shaw, the station's honorary secretary.

After the service of dedication performed by the lifeboat chaplain, the Reverend Bill Dodd, *British Diver II* was christened by Mr Norgren.

Harwich, which also has a 44ft Waveney, has had an Atlantic on station since 1978.

Peterhead – Tyne class

Babs and Agnes Robertson

Brilliant sunshine set the scene for the naming ceremony and service of dedication for Peterhead's Tyne class lifeboat on 21 May 1988. The boat was funded by the trust established by the three Misses Robertson 27 years ago and the lifeboat bears the name *Babs and Agnes Robertson* in memory of two of the sisters.

The ceremony was held next to the lifeboat house in Peterhead harbour, and the lifeboat was drawn up on the slipway, rather than lying afloat.

A piper accompanied the arrival of the platform party, and the proceedings were opened by the branch chairman, Mr John Geddes. Mrs Bruce McNeil was present to name the lifeboat, and seven-year-old James Hadden, great nephew of the coxswain, presented her with a posy.

Mr K. D. M. Cameron, representing the Robertson Trust, handed the boat over to His Grace the Duke of Atholl, and in



Peterhead's new Tyne class lifeboat on her slipway ready for the naming ceremony.

doing so commented on the Trust's good works and the fact that this was the second such boat gifted to the RNLI.

With the boat formally accepted by Captain Alec Auld, the station honorary secretary, and a vote of thanks expressed by Mrs L. Hutton, the guild president, the

Reverend Brown conducted the service of dedication.

Mrs McNeil then named the new boat, which was launched in front of the admiring audience.

St Abbs – Atlantic 21

Dorothy and Kathrine Barr

The small coastal community of St Abbs provided a picturesque setting for the naming of the station's new Atlantic 21 on 18 June 1988.

Invited guests and holiday visitors mingled at the harbour, around the gaily decorated lifeboat house where the new boat sat on the slipway, awaiting the service of dedication.

The chairman of the branch, Mr T. A. Bird, opened the proceedings, and Mr Robert Barr OBE, acting on behalf of the Barr Charitable Trust, handed over the lifeboat to Dr W. J. Guild, a member of the RNLI Committee of Management.

Mr J. Smith, station honorary secretary, then accepted the lifeboat into the care of the station and the Reverend D. Lindsay conducted the service of dedication.

In naming the lifeboat *Dorothy and Kathrine Barr*, Mrs Heather Barr was invited to unveil the plaque commemorating the occasion and dedicated to the memory of Mr Barr's late wife and daughter, whose names the lifeboat bears.

Appledore – Tyne class *George Gibson*



Appledore's new Tyne class lifeboat was named at a ceremony at the town's quay on 25 June 1988.

Major David Gibson, elder son of George Gibson, the donor after whom the boat is named, handed the boat over to Air Vice Marshall John Tetley of the RNLI's

Committee of Management. He in turn gave the boat over to the care of Dave Garrett, station honorary secretary at Appledore.

The lifeboat was then named George Gibson by Mrs Frank Homfray, daughter of the donor. (Photo courtesy Jeff Morris)

C AND D CLASS INFLATABLES

Bembridge – D class

The dedication service of the new D class lifeboat took place at the lifeboat house in Bembridge, Isle of Wight, on 29 July 1988.

The Reverend Barry Hammett, Staff Chaplain to the Chaplain of the Fleet, handed over the lifeboat on behalf of the Church in the Royal Navy to Vice-Admiral R. R. Squires, a member of the RNLI Committee of Management and of the RNLI Search and Rescue Committee, who then delivered it into the care of the Bembridge lifeboat station.

Captain G. Hall, honorary secretary of the Bembridge station, accepted the boat on behalf of the branch, and the Reverend Matthew Lynn MA, Vicar of Holy Trinity Church, conducted the service of dedication.

The money to fund this lifeboat was raised by the Church in the Royal Navy as a completely separate appeal from the nationwide Church Appeal, which resulted in a new Tyne class lifeboat called *The Good Shepherd*.

Cleethorpes – D class

Tricentrol II

The new D class lifeboat *Tricentrol II*, the second boat to be funded by Tricentrol, was handed over at Cleethorpes on 12 June 1988 to Mr Gilbert Gray, QC, a member of the RNLI Committee of Management, by Mr Dennis Tower and Mr Olaf Karlsen, representatives of ARCO British Limited.

Mr John Leech, honorary secretary of Cleethorpes station branch accepted the boat on behalf of the station, and Superintendent Alex Slater, of the Royal National Mission to Deep Sea Fishermen, Grimsby, conducted the service of dedication.

Councillor R N Cole, chairman of the branch then invited Mr Olaf Karlsen, Exploration Manager UK of ARCO British Ltd, to name the lifeboat.

The ceremony also incorporated the formal opening of the lifeboat house and Coastguard Sector Headquarters.

Lough Swilly – D class

Lough Swilly's new D class inflatable, D356, was dedicated in front of a crowd of almost a thousand people on 24 July 1988, when Mr Clayton Love Jnr, Chairman of the RNLI Ireland Committee, officially delivered the new inflatable into the care of the Lough Swilly station branch.

The station is the 26th RNLI lifeboat station in Ireland, and the first new station to be established in Donegal for more than a hundred years.

Honorary Secretary Mr Patrick Heaney accepted the lifeboat with delight and gratitude, and a short service of dedication was conducted by the Reverend Bolton, Reverend Father McGlinchy and the Reverend Graham.

Mrs Catherine Heaney, who had been a leading light in the project to provide a lifeboat for the lough proposed a vote of thanks which was

Continued on following page

Ceremonies

Continued

followed by an address by singer and songwriter Phil Coulter, whose concert in aid of the appeal had raised a large part of the cost of the lifeboat and her equipment.

Mr Coulter spoke with passion and feeling in praise of the establishment of the lifeboat, having lost a brother and a sister in separate tragic incidents on the lough.

Walmer – D class

Mr J. J. Lewis, chairman of the Goodwin Sands and Downs Branch welcomed guests to the handing over and service of dedication of the new D class lifeboat at Walmer on 26 June 1988. Among the guests were the Mayor and Mayoress of Deal, the Officer Commanding Royal Marines, Deal and representatives of the funding bodies (The Freelands Tavern, Bromley, the Lifeboat Inn, Walmer, and HM Customs and Excise, Dover).

Mr C. Williams, deputy divisional Inspector of Lifeboats described the lifeboat, following which Mr D. Rickson, fund-raising secretary of the Freelands Tavern, Bromley, on behalf of the joint donors of the new lifeboat, presented her to the Institution.

Mr Williams, representing the RNLi Committee of Management, accepted the lifeboat and delivered her into the care of the Goodwin Sands and Downs branch.

Major General I. S. Harrison, CB, Captain of Deal Castle and patron of the branch accepted

the lifeboat on behalf of the station branch committee and the Reverend B. Hawkins conducted the service of dedication.

At the conclusion of the ceremony the new lifeboat was launched and took part in an exercise with an SAR helicopter from Manston and lifeboats from Dover and Ramsgate.

Flint – D class

A new D class lifeboat, provided by the generosity of the National Association of Tangent Clubs, was formally handed over to the RNLi by Mrs Barbara Rawlinson, President of the Association for 1986-87, on 30 July 1988.

The Right Honourable the Lord Stanley of Alderley, Chairman of the Fund Raising Committee, accepted the lifeboat on behalf of the Institution, and Councillor Gary Jones, station honorary secretary, accepted the lifeboat on behalf of Flint Lifeboat Station.

The service of dedication was conducted by the Reverend R. G. Cole, minister of St John's United Reformed Church.

Rhyl – D class

The first D class lifeboat to be funded from the proceeds of an appeal to banks' staff was blessed by the vicar of Rhyl, the Reverend H. J. Lloyd on 4 June 1988.

Mr Richard Barclay, chairman of the appeal, handed the lifeboat, *Banks' Staff No. 1*, into the care of the RNLi, and she was accepted by Mr Richard Hannay, a member of the Committee of Management who then handed the boat to Mr Richard Thomas, the station honorary secretary.

Music at the ceremony was provided by the Rhyl Silver Band and St Thomas's Junior Choir.

Red Bay – C class

The sun shone as the guests were arriving for the service at Red Bay for the dedication of the station's C class inflatable on 21 May 1988, completing the magnificent setting with its backdrop of the Antrim Hills.

The ceremony was chaired by the station branch chairman, Mr T. G. McLaughlin (also chairman of the Glens lifeboat guild) who thanked the entire community for its willing support of the lifeboat service.

The C class lifeboat, which was funded by the trustees of the Thomas Corbett Charity, was accepted by Vice-Admiral Sir Arthur Hezlet, Vice President of the RNLi, on behalf of the Institution, and Mr N. R. Workman, station honorary secretary, then accepted the lifeboat into the safekeeping of the station.

The service of dedication which followed was conducted by the Reverend Francis Park, assisted by Canon Bannon, the Reverend R. S. Ross and the Reverend H. McEldowney.

The contribution of the Ballymena Silver Band and the Glens Choir was greatly appreciated by those present.

Conwy – D class

A new D class lifeboat provided from the proceeds of The Yachting Monthly Appeal was handed over to the RNLi by Mr Andrew Bray, Editor of Yachting Monthly, at Conwy on 30 April 1988.

Councillor Mrs J. H. Williams, Mayor of Conwy and president of Conwy ladies' guild, accepted the lifeboat on behalf of the Institution before handing it into the care of Mr Keith Robinson, station honorary secretary.

The Reverend Canon Dwyfor Jones conducted the service of dedication.

Books

Some recent publications reviewed

The Story of the Weston-Super-Mare Lifeboats **The Story of the Eastbourne Lifeboats**

Written and published by Jeff Morris

Two more in the series of detailed 'station history' booklets written and produced by Jeff Morris - with Dave Hendy as co-author for the Eastbourne story.

Both are new versions of existing works in the series, and bring the events at the two stations up to date. They follow the history of the stations through from their earliest days, and although they do not chronicle every service they do describe a good cross-section of the activities at the stations.

Illustrated with period photographs, and more modern ones by the author, the booklets provide a fascinating look at the past and the present at the stations.

The Story of the Weston-Super-Mare Lifeboats is available from Mrs J. Allam, 22 Ashcomb Road, Weston, Avon for £1.50, and The Story of the Eastbourne Lifeboats from D. Huggett, c/o The Lifeboat Museum, Grand Parade, Eastbourne, East Sussex, for £1 (both plus 25p post and packing).

Grace Had an English Heart

by Jessica Mitford, published by Viking at £14.95

ISBN 0-670-81202-1

'The story of Grace Darling, heroine and Victorian superstar' it says on the front cover of this book, published to mark the 150th anniversary of the epic rescue on 7 September 1838.

'Who was Grace Darling?' asks Jessica Mitford, 'her name is virtually unknown in America, but to this day is recognised, albeit dimly, throughout Britain; she has become to a younger-generation a semi-folkloric character, akin to, say, Queen Boadicea or Lady Godiva, whose existence had some basis in historical fact but whose legend had far outstripped reality.'

That legend, the fact and fiction, the hype, the marketing of Grace Darling goods at every turn, the newspaper accounts, books and plays of 150 years all come under the Mitford microscope.

This personal, highly entertaining and often mischievous look at Grace, beautifully and lavishly illustrated, must appeal to anyone interested in the Victorian era, and to anyone else who *thinks* they know about Grace Darling.

One gets the feeling that Jessica Mitford is on Grace's side, but one thing is certain - Grace still attracts the sort of attention that eventually killed her.

GP

The Story of Grace Darling

by Helen Cresswell, published by Puffin (paperback) at £1.75 and Viking/Kestrel (hardback) at £5.95

ISBN 0-14-032434-8

For children everywhere. A very different account compared to Jessica Mitford's adult version, this is the traditional story, vividly told by Helen Cresswell.

The events are told from Grace's point of view, and this moving and atmospheric portrayal of her life in the remote Farne Islands tells of the shock of the wreck, courage of the rescue and the aftermath of attention and fame.

Delightfully illustrated by Paul Wright, this book will enchant young readers.

GP

A small part of the proceeds from the sale of Helen Cresswell's book, The Story of Grace Darling, will be donated to the RNLi's Grace Darling Appeal.

50 years ago

From the pages of THE LIFEBOAT, October 1938 issue

A New Medal for Gallantry

SINCE the Institution was founded the head of the Sovereign has appeared on the obverse of the medals which it awards for gallantry. The first medals, struck in 1825, had the head of George IV. Although on his accession to the throne in 1830, William IV became the Institution's Patron, no medal was designed with his head. Nor was any fresh medal designed when Queen Victoria came to the throne in 1837.

The original medals with George IV's head were used until 1862. Queen Victoria's head was then substituted for it. In 1903 a new medal was designed, with King Edward VII's head, and in 1912 another medal was designed with the head of King George V.

When King George VI came to the throne the institution was informed that for the future the King's effigy was to appear only on medals awarded personally by His Majesty. It was therefore decided to strike a new medal with the head of Lieut.-Col. Sir William Hillary, Bt., the founder of the Institution. The first of these medals were presented by the Duke of Kent at the annual meeting on 11th May, 1938.

The reverse of the medal designed in 1825 showed three rescuers in a life-boat, one of them lifting a man from the sea, with the legend: "Let not the deep swallow me up." Under the head of the King, on the obverse, was "W. Wyon, Mint." The artist was Mr. William Wyon who was Chief Goldsmith to George II. One of the three rescuers on the reverse is believed to be a portrait of him.

The second medal, struck in 1862, with the head of Queen Victoria, was designed by Mr. L. C. Wyon. The same reverse was used as on the first medal.

The third medal, with the head of King Edward VII, was designed by Mr. G.W. de Saulles, the medallist of the Royal Mint. On the reverse was a new design, the figure of Hope buckling on the belt of a life-boatman.

The fourth medal, with the head of King George V, was designed by Mr. Bertram MacKernal, A.R.A., and on this medal the original design for the reverse by Mr. William Wyon was again used.

The fifth medal, with the head of Sir William Hillary, has the same reverse. This medal has been designed by Mr. Allan G. Wyon, F.R.B.S., a member of the family of Mr. William Wyon, and Mr. L.C. Wyon, who designed the medals of 1825 and 1862.

Editorial note: This is the current design of medal (bronze, silver and gold). There have been no changes since this design was introduced 50 years ago.

Charity or Piracy?

A CINEMA which had helped the Institution by showing one of its films asked in return if the Institution could lend it a flag with the skull and cross-bones.

Today's Lifeboatmen



Coxswain Robert Maiden of Hartlepool (East Division) joined the lifeboat crew in 1961, and was bowman from 1966 to 1967. He was second coxswain from 1967 until 1968 when the station closed, but in 1976, when it re-opened, he was appointed coxswain. From 1975 to 1983 he was also a crew member of the station's Atlantic 21 lifeboat.

In 1985 he was awarded a bronze medal in recognition of the courage, determination and seamanship he displayed when the lifeboat landed four crew members from the Dutch cargo ship *Anne* aground on the Longscar Rocks in a severe northerly gale, with a Force 9, gusting 11, rain squalls and heavy seas.

Bob, whose father and grandfather were lifeboatmen, is employed as a longshoreman in Hartlepool Docks. He is married and his son, Robert, is a member of the lifeboat crew.

Facts and figures

Provisional statistics as at 31 July, 1988, show that so far this year:

The RNLI's lifeboats have been launched 1,690 times (an average of more than eight launches a day)

More than 500 lives have been saved (an average of 2.5 people rescued each day)

More than 40 per cent of all services carried out by lifeboats were in winds of Force 5 and above

More than 51 per cent of all lifeboat services were to pleasure craft

There are 261 lifeboats on station, with a further 97 in the relief fleet

117,034 lives have been saved since the RNLI was founded in 1824

Costs

The cost of running the RNLI in 1988 will be £34m. The approximate current cost of building a lifeboat is:

16ft D class inflatable - £9,000

17ft 6in C class inflatable - £12,000

21ft Atlantic rigid inflatable - £40,000

38ft 6in Mersey - £337,000

47ft Tyne - £560,000

52ft Arun - £570,000



The Fund Raisers

Battle royal

The peace of the Glasgow afternoon was shattered by the sound of rocket and gunfire and the waiting crowd watched with tense expectation. A variety of lifeboats stood by waiting for the call as the Russian battle fleet closed in on the British warships.

But there was no cause for alarm as the confrontation was only the Richmond Park Model Boat Club (Glasgow) staging another mock battle in support of the RNLI.

Since May 1987 the club has run many gala days in different locations, the highlight being the mock battle complete with rockets and submarines exploding and sinking, and in that time has raised more than £1,000 for the Institution's funds.

The model makers themselves are now locked in battle to complete the first model of Arun class lifeboat *City of Glasgow III* in the club.

Bowled over

RAF Leuchars, who co-operate substantially with the RNLI on operational matters, co-operated substantially in fund raising matters when they organised a 24-hour marathon bowl at Leuchars, which raised a staggering £4,000 for the Institution.

Grampian TV presenter Kennedy Thomson started the 32 bowlers off to bowl over the 131,300 pins which they sent spinning for charity. The success of the marathon bowl meant that the participants won the RAF Ten Pin Bowling Association charity rose bowl.

A brush with the mayor

A total of 260 paintings by children from local schools and youth organisations provided an interesting and colourful exhibition in Ainsdale. The pictures were entries in a competition organised by the Ainsdale branch, the theme of which was Grace Darling's heroic rescue.

The Mayoress of Sefton opened the exhibition and local artist Mr Philip Berrill judged the competition and presented the prizes to the ten winners.

The winning children in each age group received a cash prize and a visit to a lifeboat station, the second and third each received a Grace Darling mug.

A total of £196.86 was raised through the competition which brought an awareness of the RNLI to many children. There are now plans to display the paintings in a building society window in the town centre.

Fund-raising in concert



Members of the 'Camerata Angus' orchestra abandoned their pit and took to the lifeboat to promote their concert at Montrose on 19 June.

The concert of popular classics, most with some connection with the sea, was in aid of the RNLI and raised a total of £575.

Pictured aboard the Montrose lifeboat are, from left to right, Coxswain Bill Cargill, orchestra conductor Ralph Jamieson, orchestra members Jennifer Howie and Rachel Eames, second coxswain Ron MacDonald, and orchestra members Jill Turboyne and Yvonne Gray

Cold comfort

The Sub-Aqua Club at the Army School of Electronic Engineering, Arborfield took part in a sponsored swim down the Thames from Mapledurham to Carversham Bridge, Reading early this year.

Despite the freezing conditions all completed the course and the event raised £800, divided equally between the RNLI and the cost of a new compressor.

Breaking away

A jailbreak in aid of the Harwich lifeboat was organised by local Buffaloes. Several teams took part, each aiming to get as far away as possible in 24 hours and returning to Harwich the following day.

Harwich lifeboat crew won the event by reaching Thurso lifeboat station and returning within the required time. The event raised £1,500 for the new yellow Musto clothing for the Harwich crew.

Nuts about the lifeboat

A microwave oven, a video recorder and two all-weather suits were presented to the crew of St Peter Port lifeboat by the Ladies of the Inner Wheel.

The money to buy this equipment, a total of £774, was raised at a 'Nuts in May' evening held at the Friquet Flower Centre. Inner Wheel president Georgina Keen, a member of the RNLI's committee of management and the fund raising committee, chose the lifeboat as the charity to benefit.

The video recorder will be used to show training films to the crew, and all the equipment was received on behalf of the crew by coxswain Peter Bisson.

All in a good causeway...



Dedicated lifeboat supporter Eileen Whittingham from Solihull raised more than £1,100 for the RNLI when she walked the length of the causeway to Corbiere Lighthouse on Jersey.

What made the walk so special is that Eileen uses artificial legs, having lost both hers through a rare circulatory disorder.

Television actor John Nettles, star of the 'Bergerac' series set in Jersey, heard of her plan and accompanied Eileen on her walk along the uneven surface of the quarter-mile-long causeway.

Eileen's attempt to climb the steps of the lighthouse was thwarted - by angry, nesting seagulls half-way up the stairway!

Eileen is pictured at the lighthouse celebrating the successful completion of her walk with actor John Nettles.

(Photo courtesy Jersey Evening Post)

Little Darlings!

AFTER hearing about the Grace Darling Appeal three young ladies of Whittington Primary School collected as many two pence pieces as possible to spell the words 'Grace Darling'.

They had such an overwhelming response from the 80 pupils that in two weeks £17 was collected, and they were also able to spell the words 'Appeal Fund'.

CHILDREN at Newbiggin Windsor First School raised £285 for the appeal through a variety of events. Some of the children were sponsored for sporting activities; the nursery held a jumble sale, biscuits and sweets were made and sold in the school, a cake decorated with a lighthouse, wreck and boat containing Grace and William Darling was raffled along with a box of home-made sweets, and a toy fair was held. The school hall and corridors were also decorated with the children's art and literature describing the rescue and the work of the RNLI.

Mr S Green, honorary secretary of Newbiggin lent the school a video and supplied information and some of the children visited the local lifeboat during the appeal, which was warmly supported by parents and friends of the school.

THE 1st Beamish (Co. Durham) Brownie Pack held a sponsored one hour silence, and the ten Brownies involved raised £62.50 towards the Grace Darling Appeal.

CHILDREN at Whitehorse Manor junior school also decided to raise money for the appeal on their Open Evening. Dur-

A round-up of some events throughout the country in support of the Grace Darling Appeal



Katie, Melanie and Katie from Whittington Primary School spell out their message in 2p pieces.

ing the summer term the topic for Class 3M was 'The Sea', and with the help of the RNLI's information pack for schools and learning about Grace Darling's heroic rescue, the children produced various work cards for display in the school, sold lifeboat stickers to the parents and raised £30. They also made a working lighthouse connected to a computer which was programmed to flash.

CLASS 7 at St Bernadette School, London SW12 helped the RNLI by collecting £130 from various sponsored activities. Forty children aged 8-11 also took part in a short production of the 'Grace Darling Story'

which they performed at a schools' concert at the Purcell Room on London's South Bank in June.

FIVE little boys at St Mary's RC Primary School in Bognor Regis were so impressed with the Grace Darling story that they decided to raise money for the appeal.

They made over 200 iced cakes and sold them to the other pupils. Spurred on by their success they made a large cake in the shape of a lifeboat and a lighthouse, and raffled it. The result of their labours was £24.33 for the appeal.

Song of success at Forest Row



Members and friends of the Forest Row Lifeboat Choir plan to raise £10,000 to fund a D class lifeboat in memory of their founder, Bill Mills, and their first conductor, George Ralph, who led the choir for more than 30 years.

So far the choir has raised more than half the targeted amount with pub pastimes such as darts, dominoes, crib, pool and a quiz. Pictured are members and friends of the choir.

(Photo East Grinstead Courier)

Long running help

At the age of 37 Danny Long from Saffron Walden found an interest in long distance walking and running and decided to channel his energies into fund raising for the RNLI.

In 1984 he entered the Saffron Walden branch 24-hour sponsored walk, repeated it in 1985 and in 1987 he successfully completed the London Marathon.

By the end of 1987 he had competed in one hundred events in three years, and over the last four years his foot-slogging efforts have raised approximately £500 for the Institution.

Marathon Pool

A 48-hour pool marathon was held at the South Eastern Tavern, Ramsgate, and raised £370 for the Ramsgate branch.

Sick idea!

Geoff Langlois from Abergavenny is a very poor sailor, and is always sea sick. His friends were asked to sponsor him for every seasick-free mile he had on a trip from Dale in Dyfed to Falmouth - he raised £80!

Peak of achievement

John Harding, a sailing man from Winchester who endured the rigours of the Three Peaks Race last year had another 'go' this year and raised £4,500 for the RNLI.

The event is a tough mixture of yacht racing and mountain running, and takes in 350 miles of sailing from Wales to the Scottish Highlands, pausing to run up the three highest mountains in England, Scotland and Wales.

The offbeat event is organised each year by members of the Merioneth Yacht Club in North Wales, and entry is restricted to 35 boats, with each boat limited to five people – two of whom must be runners.

Starting at Barmouth the competitors sail to Caernarfon, two runners then race to the top of Mount Snowdon and back to the boat, a round trip of 23 miles. The boats then sail to Ravenglass in Cumbria, where the runners tackle Scafell Pike, a round trip of 34 miles, before starting a long sail through the Scottish Islands to Fort William, where the runners take on Ben Nevis and return to the finish of the event.

Despite arriving at Barmouth only hours before the start, caused by delays at the yard fitting her out, John's boat, a 35ft catamaran called *Universal Alien*, and her crew of sailors and runners finished fourth after an action-packed four days, four hours and 50 minutes sailing and running.

Cash float

Twelve divers surfaced in the River Fowey and then floated on their backs from Lostwithiel down to Fowey in aid of the RNLI.

The 12 floaters, 11 of them members of Fowey Diving Club and one a guest from Birmingham Aqua Club, were accompanied by Roy Edwards, the Fowey club's diving officer. Roy had made the eight-mile float previously, to confirm it was possible – but this time went by boat.

The sponsored float raised nearly £400 for Fowey lifeboat.

Jumbled up

The 1988 Beaulieu Boat Jumble is an annual event attended by the Lymington branch. Many and varied bits of boat are sold and the event, which takes place in the grounds of Beaulieu Motor Museum, attracts a great many people from the boating world.

The jumble raises several thousand pounds each year and is a great boost to funds. This year the event raised £2,630 – and the branch is always grateful for any donated boat jumble in readiness for next year.

Fun Day

The National Semiconductors Fun Day held at Greenock was well attended, with crowds of 15,000 flocking to Battery Park for a day of fun and games which included a donkey derby, a fire eater and unicyclists.

A Sea King helicopter put on a rescue display when it plucked a man from the water just off shore, and the fun went on into the night with a disco in a large marquee.

Chairman of the Institution, the Duke of Atholl, opened the event and the gross takings by all participating charities was in the region of £21,500, resulting in £1,000 being realised by the Greenock branch.

A cheque for £5,000, which included £500 from Mr John Murchie's sponsored prison break, was presented to Sir Charles McGrigor, Convener of the Scottish Lifeboat Council, by the managing director of National Semiconductors at a ceremony held later.

Record Flag Day

The annual Flag Day in the City of Nottingham raised a record sum of £2,674 with the valuable assistance of the local Calverton and Woodthorpe branches.

Starting young

Eight-year-old Laura Hepburn completed a sponsored fun run organised by Robin Hood's Bay branch and raised £200 for lifeboat funds.

Sponsored sail

The Spring Bank Holiday was once again the occasion for the six-hour sponsored race organised by Burghfield Sailing Club.

Thirty-one dinghies and sailboards took part, each entry being manned by two crews, who had to change over at least five times during the race. The day brought everything from near calm to torrential rain, thunder and lightning, and the club's efforts raised approximately £1,200 for the Mortimer and District branch.

Remarkable feet!

Earlier this year Peter Webb was challenged by Colin Thompson of the 'Red Lion' pub in Twyford to walk the Ridge-way Path.

Peter and four friends walked the 90 miles of the path in five days, and raised £300 in sponsorship for the Buckingham branch.

Smarties to the rescue!

A committee member of Portishead branch gave a talk and film show to the local Dinosaur Cub Pack, and the result was a 'Smarties to the Rescue' campaign.

Each boy was given a tube of Smarties which, when empty, had to be filled with pennies. Thirty boys were involved and with youthful enthusiasm and a toy sale £100 was soon collected.

The youngest recruit presented a cheque for this amount to Mrs Elsie Farr, president of the guild, and the pack was presented with a framed letter of thanks from the regional office at Bristol, and a set of posters to display in their headquarters.

Sponsored trundle

Toddlers at the Hanham Methodist Church Sunday School learned about the first ever lifeboat, Noah's Ark, during their story sessions.

When they heard of the Grace Darling appeal they decided to hold a sponsored trundle to raise some money and, enjoying every minute, the children completed 20 laps of the church hall on push-along toys and bikes. They raised £88.05.

Fishy goings-on



The recent fish quay festival at North Shields was graced by the presence of old King Neptune! Dressed in his self-created green, seaweedy raiment, Bill Lodge collected £208 for the RNLI.
(Photo courtesy *The Gazette*)

Well dressed!

Well dressing is a custom peculiar to Derbyshire, where villages 'dress' their wells and bless them for a continuous supply of water during the summer.

People come from miles around to see these beautiful tableaux and this year Grace Darling was chosen as the theme by Coal Aston Women's Institute, who organise the annual event. All the proceeds went to the RNLI and a cheque for £150 was presented to the Dronfield branch.

In brief

VICE-CHAIRMAN of Shepton Mallet branch, Fred Taylor, collected more than 20 per cent of the total £376 raised by a house-to-house collection in the area. He raised another £156 by organising a golf day at Mendip Golf Club, where he has been a green-keeper for 17 years.

SUPPORT for the Wallsend Ladies' Guild comes from a collection in 'The Canny Lad' - in Santa Ponsa, Mallorca. £60 has been raised by games, donations and money for the use of counters available from the bar. The owner of the pub, Mrs M. Strefford, intends to do even better this year.

PATRICK McHUGH, a regular at the 'Chequers' in Chipping Norton, dearly loves his beer, but gave it up for Lent. He got his friends and co-drinkers to sponsor his '42 difficult days and nights', and as a result of his self-sacrifice the RNLI benefited by £73.61.

INSTEAD of providing mementoes of their Queen's Award for Export Achievement, Cleveland Potash gave £1,000 each to three charities, including the RNLI. They also support the Institution in many other ways, with a number of the Staithes lifeboat crew being employees of the company.

A SPAGHETTI-EATING Contest organised by the proprietors of 'The Bugle' in Yarmouth, Isle of Wight raised £250 for the Institution. The contestants had to eat as much spaghetti as possible - without a knife, fork or spoon! They were all sponsored, even Fred the dog, and a cheque was handed over to the West Wight Ladies' Guild.

DAVID Towns, a very fit 77 year old, swam 50 lengths of the Bramley Baths in Leeds in aid of the RNLI and as a result of his sponsored swim £429.90 was donated to the Leeds Ladies' Guild luncheon club.

THE Crawley branch, under the enthusiastic control of the chairman Reg Bray, raised nearly £10,000 last year. Almost half this figure was raised using Peeks of Boumemouth's 'Teddy Bears Picnic' and 'Win-a-Football' fund-raising games. Mr Bray and his band of helpers attend all the local fetes and carnivals during the summer.

A COFFEE morning held by Coventry Ladies' Guild and hosted by Mr and Mrs Norman Paget raised £600 for branch funds. Thirty prizes were donated to the raffle by friends and business contacts, and many stalls added to the proceeds. Those present included Mrs Willdigg, the 95-year-old president and founder of the guild, Mrs White, Lady Mayoress and patron of the guild, and Mr Richard Mann, regional organiser.

Fund-raising drive

The Duke of Atholl, Chairman of the Institution, captained a team of RNLI golfers against a team from the Cromer Royal Golf Club, and walked away with £1,150 for the RNLI.

After the game the captain of the Cromer club, Mr Barry Woodcock, presented the cheque to the Duke as part of the sponsorship raised by the golf club for its centenary year. The money will boost funds for the Cromer lifeboat.

The team included staff who had travelled from as far afield as Dorset and Yorkshire as well as local lifeboatmen such as former Cromer coxswain 'Tuna' Harrison and Sheringham crew member Chris Ayers.

Walking success

Thirteen-year-old Gary Barlow handed over a cheque for £31.03 to Mrs D Smith, treasurer of Cleethorpes lifeboat, station after completing a sponsored 16-mile walk from Cleethorpes lifeboat station to Tetney Lock and back.

Gary, whose father is a helmsman of the D class lifeboat, is a member of Storm Force and helps with fund raising on flag days.

Standing up to be counted

Norman Turner, a member of the Workington lifeboat crew, organised a 15-mile sponsored windsurf.

With help from the rest of the crew, the ladies' guild and several local firms he managed to raise £827.

Thames Board Mills donated the cost of a full set of a lifeboatman's outfit, which took the total raised to approximately £1,000.

Model event



John Sanders attends John Docwra's Arun model at Mid Thames Model Boat Club's RNLI weekend

The fourth Mid Thames Model Boat Club RNLI weekend was held at the Child Beale Wildlife Park at Pangbourne near Reading, and raised more than £100 for RNLI funds.

The two-day regatta started with an open event on Saturday, with 20 competitors testing their skills by steering their boats around a course on the lake.

Sunday was a lifeboat-only regatta, with

Angmering record



The Angmering, West Sussex, branch held its annual Garden Fete in June, in the grounds of Lord and Lady Delfont's Angmering House. Lady Delfont took over as president of the branch in September.

The amount of money raised has increased year by year, from £305 in 1980 to this year's record £1,512.

Lord and Lady Delfont are pictured (left and centre) buying raffle tickets at the event.

Southend sail

One of Southend's most popular sailing events, the Boatacs Trophy Race, attracted 24 cruising yachts for a 16-mile race starting off the end of Southend Pier. In a fresh north-easterly wind the course took them around the Thames Estuary and into the river Medway.

All the yachts finished the course, and donations from the yachtsmen taking part raised more than £80 for lifeboat funds.

Gone fishing

Loch Laggan was the picturesque venue for Inverness and District Angling 's European Open Brown Trout Championship which attracted 800 competitors.

A total of 38 prizes were on offer, and the first prize of a Lada car, £400, a cup and a tregnum of whisky went to Inverness angler Robbie Urquhart who caught the heaviest brown trout at 9lb.

A display of RNLI history was set up in the main marquee by Clem Watson, area organiser and chairman of the Buckie branch, Ian Rennie, and two off-duty Buckie crew members displayed a Y boat.

After a raffle prize draw a cheque for £2,000 was presented to Surgeon Rear Admiral I. H. Colley, a member of the RNLI Committee of Management.

Slim chance

Mildred Gibson of the Sittingbourne branch was ordered by her doctor to lose weight. She went on a sponsored slim, lost 26lb in eight weeks and raised £256.50 for RNLI funds.

Funds for fun

Each year the Luton & District branch raises in the order of £5,000 for the RNLI through many fund raising events.

One such event, a Fun Competition, took place at Luton Whitbread Bowls Club when club members and friends from the Harlington Bowls Club raised £50 for lifeboat funds.

A model raffle

Mrs Sonia Buxton, of Haywards Heath branch, accompanied by Malcolm Harvey, a crew member of Brighton's Atlantic 21 lifeboat, accepted a cheque for £200 from Mr Brian Cooper, chairman of the MMCB Radio Club.

The money was raised by raffles for which the 100 club members donated prizes.

But I know a man who does...



A new way of dealing with breakdowns! Local staff members of the Automobile Association and their wives took up the strain before setting out from Lisburn to Belfast on their sponsored lorry pull in aid of the RNLI. (Photo Belfast Telegraph)

May Day magic

Petts Wood and Crays branch received praise from local residents on the attractiveness of its stall at the Petts Wood May Day Fayre.

Helping to draw the crowds was a 9ft model of an Arun lifeboat and a shop window dummy dressed in full lifeboatman clothing.

The branch has raised more than £8,000 for the RNLI during the past year.

Island Spotting!

Four members of Paisley branch, Andy Dryburgh, Cliff Evans, Lennie Smith and Jim Droy set off in a 30ft catamaran on a nine-day Hebridean Cruise and sponsored Island Spot.

Hoping to spot 100 islands they actually logged 120, and the branch benefited to the tune of £501.50.

Showing the way

A fashion show organised by Motherwell branch raised approximately £790.

The show was presented by Mrs Lang of 'Le Mirage' and was introduced by Mr Clem Watson, the area organiser for Scotland North.

Roll 'em - for charity

Mildred and Leslie Paine's hobby is film making, and to raise funds for charity they present film shows in their home, creating the cinema as it used to be - with news, travel, features, organ music, light refreshments and, of course, selling ice-creams.

Posters are displayed in the hall and a collection bowl enables the patrons to give what they wish.

From these efforts they have raised £200, shared between the RNLI and the heart unit of their local hospital.

Pictures for pagers

Minehead lifeboat crew held an exhibition in aid of their pager fund, with the help of North Devon artist Ian Hudson.

Ian donated one of his original paintings as a prize in the draw and also donated 10% of all sales to the fund. After expenses had been deducted £321.83 was presented to Bill McNab, station honorary secretary.

Pictured are artist Ian Hudson holding the first prize, an original watercolour of the Appledore lifeboat *Louisa Anne Hawker*, with, from left to right, Minehead crew members Steve Guscott, Adam James, Martin Rowe, Derek Williams and David James, deputy launching authority.



Radio Angels

The Wellington public house in Ilfracombe has been a great friend of the local lifeboat over the years. Several hundred pounds have been raised by donations in the 'Lifeboat bottle' and by special events organised by the licensee, Mr Covill, and his customers.

The most recent fund-raising event was a sponsored darts marathon by members of the ladies' darts team, called 'Charlie's Angels', which raised £70 for a pair of two-way radios to keep the head launcher and tractor driver in touch during launch and recovery operations.

In brief

IN JUNE all local rescue services in the Ramsgate area, and covered by the search and rescue helicopter at RAF Manston, were invited to a barbecue at the camp. A raffle was organised in aid of the RNLI, and £250 was raised.

A CONCERT organised by Miss K Burton at Addington Palace in support of the Croydton branch raised £507.

A LUNCH held by Cottingham Ladies' Guild celebrated 20 years of fund raising, totalling £48,000. At the first meeting in 1968 there were nine members, and in 1988 there are 92. Present at the lunch were the Mayor of Beverley, Mr Peter Lacey, the area organiser and 72 members. An interim cheque for £1,000 was presented to Mr Lacey by the guild chairman, Mrs M. Clappinson.

AN EDUCATIONAL charity called 'Young Enterprise', which aims to help young people set up and run their own businesses while still at school, held its first national conference in Glasgow earlier this year. Each company attending brought a sample of its products, which was sold for the benefit of two charities chosen by the youngsters. The RNLI was one of the chosen charities, and £80 was forwarded to the Scottish regional office.

A WINE and cheese party was held at the home of honorary life governor Sir Alec Rose. Some 100 guests gathered in support of the RNLI, and also to mark the 80th birthday of Sir Alec, who is president of the Havant branch. An iced cake, decorated with the outline of his yacht *Lively Lady*, the lifeboat *Hampshire Rose* and the RNLI house flag, was presented to a delighted Sir Alec.

MR R. BEVANS of Milford Haven was so grateful for the help he received from Angle lifeboat when his boat sprang a leak that he set about raising money by raffling one of the ships in bottles which he makes. With his son Simon, and local skipper John Rogers, he raised £320 which was handed to the Angle lifeboat at the 'Victoria' public house in Milford Haven. The ship in a bottle was won by Mr T Bevan who, coincidentally, was rescued recently by the Angle lifeboat when his boat capsized.

WARWICK HULME of Yatton, Avon, had a beard for 18 years, but when he joined Shoreline he decided to do something positive to raise funds for the Institution, as well as paying his subscription. He hit upon the idea of a sponsored shave, and the RNLI is now £100 better off.

Pull for appeal

A Tug O'War competition sponsored by BT (Marine) in aid of the Grace Darling Lifeboat Appeal raised £753. This sum included sponsorship money organised by the Southampton Lifeboat Board and takings from stalls run in a combined effort by the Southampton ladies' guild, Romsey branch and Shirley branch.

The winning team, the 'Cricketers Arms' from Stoneham, were presented with a trophy and medallions, and it is hoped that the trophy will be contested each year in an annual Tug O'War contest.

Going to the dogs

The Shoreham Private Wharfingers Association held a benefit evening at the local Corals Greyhound Stadium and raised a total of £1,950 for the Shoreham Harbour lifeboat.

A fine spell

The pupils of Chuter Ede Primary School, Balderton, decided they wanted to make a contribution to the Grace Darling Appeal and headmaster, Mr J. Noden, suggested they take part in a sponsored spell-in. After two weeks of feverish activity the result was a splendid £780.

Checking In

When staff at Barclay's bank Moorgate branch were asked to nominate a charity, they chose the RNLI - a proposal that eventually led to a cheque for £1,000 being presented to the Institution.

The money was raised by regular pay day standing order donations, supplemented by other fund-raising activities.

Solihull appeal



Although the Borough of Solihull Lifeboat Appeal formally closed in September of last year, money kept flooding in after that date and the total raised was £41,310.74. The money will be used to purchase a new Atlantic 21 lifeboat to be stationed at Abersoch.

Apart from the hard work put in by the appeal committee, the ladies' lifeboat guilds of Solihull and Knowle and Dor-

Selling a dummy!



For seven years Gladys the life-saving lady has stood guard outside Peter Humphriss' shop in Lyndhurst, Hampshire, and over the years she has collected several thousand pounds for the RNLI from the many tourists who visit the New Forest.

Gladys loves having her picture taken but she is no dummy; she always insists on a donation before saying cheese!

(Photo Southern Evening Echo)

All dolled up

Brian Meharg and Kyle Marshall, both members of Bangor lifeboat crew, dressed up as maidens in distress so that the off-shore rescue patrol could come to their assistance. The frolics were part of Bangor Youth Expo, and raised £150 for the RNLI.

ridge, and the Marston Green branch, Solihull Council also donated more than £3,000 while the very successful Volvo car draw raised a further £9,000.

Richard Mann, regional organiser for Central England, (left) is pictured receiving a cheque from Clive Buckley, chairman of the appeal.

(Photo courtesy Birmingham Post and Mail)

Lifeboat Services

March, April and May, 1988

Aberdeen, Aberdeenshire

54ft Arun: March 22, April 4

Aberdovey, Gwynedd

Atlantic 21: May 7 (twice) and 15 (twice)

Abersoch, Gwynedd

Atlantic 21: April 1, May 6 and 19 (twice)

Aberystwyth, Dyfed

C class: May 28

Aldeburgh, Suffolk

37ft 6in Rother: March 24

D class: April 24

Amble, Northumberland

44ft Waveney: March 16

Relief 44ft Waveney: April 15

D class: April 9 and May 30

Angle, Dyfed

47ft Tyne: May 9 and 21

Anstruther, Fife

Relief 37ft Oakley: March 24 and May 15

Appledore, North Devon

Atlantic 21: March 11, 12, 23, 30, April 1 (twice), April 17 (twice), 27, May 22 and 29

Arklow, Co Wicklow

44ft Waveney: March 11

Arran (Lamlash), Buteshire

C class: April 19

Arranmore, Co Donegal

Relief 47ft Tyne: March 1, 18, April 23, 29, May 8 and 19

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

Atlantic 21: May 7, 24 and 31 (twice)

Ballycotton, Co Cork

52ft Arun: March 14, April 13, May 12 (twice)

Bangor, Co Down

D class: March 12

Atlantic 21: April 2, 3, 17, 30 and May 22

Barmouth, Gwynedd

D class: May 2 and 31

Barra Island, Inverness-shire

48ft 6in Solent: April 20 and May 25

Barrow, Cumbria

47ft Tyne: April 16, 30 (twice) and May 2

D class: April 27, May 14 and 16

Barry Dock, South Glamorgan

Relief 52ft Arun: March 9 and April 6 (twice)

52ft Arun: May 7 and 16 (twice)

Beaumaris, Gwynedd

46ft 9in Watson: April 18

Atlantic 21: March 30 and May 26

Bembridge, Isle of Wight

47ft Tyne: March 12, April 23, May 2, 16 and 29 (twice)

D class: May 2, 19, 21, 22, 23, 25, 29 (twice) and 31

Berwick-upon-Tweed, Northumberland

Atlantic 21: March 26

Blackpool, Lancashire

D class: May 22 (twice)

Blyth, Northumberland

44ft Waveney: March 22, 26 and May 25

Borth, Dyfed

D class: May 29 (twice)

Bridlington, Humberside

D class: April 4, May 2, 8, 17, 28 and 30

Brighton, East Sussex

Atlantic 21: March 5, April 3 (twice), 4 (twice), 5, May 2, 13, 15 and 22

Broughty Ferry (Dundee), Angus

52ft Arun: May 13

D class: May 10

Bude, Cornwall

D class: May 3

Burnham-on-Crouch, Essex

D Class: April 19, May 29

Burry Port, Dyfed

D class: May 1 (twice)

Calshot, Hampshire

33ft Brede: March 7, 19, 27, April 10, May 22 and 28

Campbeltown, Argyllshire

52ft Arun: April 30 and May 11

Cardigan, Dyfed

C class: March 26, April 17, May 15, May 29 (twice)

Clacton-on-Sea, Essex

Atlantic 21: March 6, 19, April 3, 5, 10, 12, 19

D class: April 20

Clovelly, North Devon

Relief 70ft Clyde: March 25 and April 19

70ft Clyde's inflatable: April 30

Courtmacsherry Harbour, Co Cork

48ft 6in Solent: April 13

Criccieth, Gwynedd

C class: April 4, 13, May 1, 2 and 31

Cromer, Norfolk

47ft Tyne: April 19 and May 14

D class: May 22

Cullercoats, Tyne and Wear

C class: March 20, 28 and April 24 (twice)

Donaghadee, Co Down

52ft Arun: March 12, 13 and April 15

Douglas, Isle of Man

46ft 9in Watson: April 26 and May 2

Dover, Kent

Relief 52ft Arun: April 11, May 2, 8 (twice), 12, 15 and 23

Dunbar, East Lothian

D class: March 20, May 30

Dungeness, Kent

Relief 37ft 6in Rother: March 3 and 19

Dun Laoghaire, Co Dublin

Relief 44ft Waveney: May 5

44ft Waveney: May 25

D class: April 4, 28, May 4 and 22

Dunmore East, Co Waterford

44ft Waveney: April 20

Relief 44ft Waveney: May 29

Eastbourne, East Sussex

37ft 6in Rother: March 1, 21, May 8, 13 and 15

D class: March 1, 6 (twice), 13 (twice), April 4 (twice), 10, 12, 19, 27, May 9, 13 (twice), 14, 15 (three times), 16, 19, 29 (four times) and 30 (twice)

Exmouth, South Devon

33ft Brede: April 17, May 13 and 22

D class: April 13, May 13, 20 and 22 (three times)

Eyemouth, Berwickshire

44ft Waveney: March 25, April 11 and 18 (twice)

Falmouth, Cornwall

52ft Arun: March 17 (twice), 20, April 5 and 28

Atlantic 21: April 8, 10 and May 22

Filey, North Yorkshire

37ft Oakley: March 9, April 27, May 9 (twice) and 28.

D class: April 17, 24, May 22, 25 and 29

Fishguard, Dyfed

52ft Arun: March 1, 15 and April 13

Relief 52ft Arun: April 27, May 1 and 5

Flamborough, Humberside

37ft Oakley: April 27, May 8, 30 and 31 (twice)

Fleetwood, Lancashire

44ft Waveney: March 9, 19, May 1 and 2

D class: March 9 and May 22

Fowey, Cornwall

44ft Waveney: March 11, April 5, 6, 16 and May 4

Galway Bay, Co Galway

52ft Arun: March 2, 9, 10, 18, April 10, 19 and May 14

Girvan, Ayrshire

33ft Brede: May 14

Great Yarmouth and Gorleston, Norfolk

44ft Waveney: March 24, April 21, 22 and May 24

Atlantic 21: March 8, 16, April 17, 22, 23,

May 7 (twice), 24 and May 31

Happisburgh, Norfolk

D class: May 15 and 31

Hartlepool, Cleveland

44ft Waveney: March 14, 24, 30, April 28 and May 27

Atlantic 21: March 17, April 25, 26, May 5, 10, 22 and 28

Harwich, Essex

44ft Waveney: March 24, April 6 (twice) and May 29

Atlantic 21: March 23, 24, April 6, May 7 and 21

Hastings, East Sussex

37ft Oakley: March 24, April 22 and May 12

D class: March 12, 19, 26, 30, April 3, 16, May 15 (twice) and 29 (twice)

Hayling Island, Hampshire

Atlantic 21: March 27, April 2 (twice), 3, 4 (twice), 23, May 6 (twice), 11, 15, 17, 28 and 29 (four times)

Helensburgh, Dunbartonshire

Atlantic 21: March 23, 26, April 4 and 24

Holyhead, Gwynedd

47ft Tyne: March 1, April 14, May 1 (twice), and 9

D class: April 17 (twice) and May 1 (three times)

Horton and Port Eynon, West Glamorgan

D class: April 1, 11 and May 29

Howth, Co Dublin

52ft Arun: March 2, 5, and 13

Relief 52ft Arun: May 17

Hoylake, Merseyside

Relief 37ft Oakley: April 2

Humber, Humberside

52ft Arun: March 11, April 6, 16, 21, 27, May 7 and 30

Hunstanton, Norfolk

Atlantic 21: March 3, April 4, 30 (twice), May 22 and 28

Ilfracombe, North Devon

37ft Oakley: April 24, 30, May 6, 13 and 24

Invergordon, Ross-shire

33ft Brede: April 9 and 13

Islay, Argyllshire

Relief 52ft Arun: March 6, 14 and 18

50ft Thames: April 2, 10, 18 and May 29

Kilmore, Co Wexford

37ft Oakley: May 3

Kinghorn, Fife

C class: April 10 and May 28 (twice)

Kirkcubright, Kirkcubrightshire

37ft Oakley: March 20 and May 30

Kirkwall, Orkney

70ft Clyde: April 24 and May 20

Largs, Ayrshire

Atlantic 21: March 17, April 2, 3, 4, 23, 30, May 6, 14, 15 (four times), 26 and 28

Little and Broad Haven, Dyfed

D class: May 21, 22 and 29

Littlehampton, West Sussex

Atlantic 21: March 25, 26, April 12, 16, 17 (three times), May 1 (twice), 7 (twice) and 29

Littlestone-on-Sea, Kent

Atlantic 21: March 27 and May 8

The Lizard, Cornwall
Relief 48ft 6in Solent: March 16
Relief 47ft Watson: May 22
Llandudno (Orme's Head), Gwynedd
Relief 37ft Oakley: May 27
D class: May 14, 27 and 31
Lochinver, Sutherland
48ft 6in Solent: May 20
Lowestoft, Suffolk
47ft Tyne: March 23, 24, May 25 and 31
Relief 47ft Tyne: May 29
Lyme Regis, Dorset
Atlantic 21: April 4, 22, May 14 and 22
Lymington, Hampshire
Atlantic 21: April 29 and May 29
Lytham St Annes, Lancashire
47ft Watson: May 30
D class: May 15
Macduff, Banffshire
Atlantic 21: May 7 and 30
Mallaig, Inverness-shire
52ft Arun: April 11, 12 and May 3
Margate, Kent
37ft 6in Rother: March 9, April 5, May 2 and 31
D class: April 6, 9, May 1, 2 (four times) and 29 (twice)
Minehead, Somerset
Atlantic 21: March 27, April 27 (twice), 28, May 22 (twice) and 29
D class: April 27 (twice), 28 and May 22
Moelfre, Gwynedd
47ft Tyne: April 14 and May 30
D class: April 1, May 30 and 31
Montrose, Angus
Relief 52ft Barnett: March 1, 18 and April 12
Morecambe, Lancashire
D class: April 1 (twice), 2 and May 2
Mudeford, Dorset
C class: April 4
Atlantic 21: April 29, May 23, 28, 29 and 30
The Mumbles, West Glamorgan
47ft Tyne: March 26 and April 4 (twice)
D class: April 4, 30, May 2, 15, 20, 22 (twice) and 23
Newbiggin, Northumberland
Atlantic 21: March 18 and 20
New Brighton, Merseyside
Atlantic 21: March 16, April 30 and May 13
Newhaven, East Sussex
52ft Arun: March 5, 9, 20, 22, 26, April 4, 10, 19, 22, 26, May 4, 15, 22, 28 and 30
Newquay, Cornwall
C class: April 1, 2, 4, 17, 21, 22, May 2, 30 and 31
New Quay, Dyfed
D class: April 11, May 24 and 31
North Berwick, East Lothian
D class: May 7
Oban, Argyllshire
Relief 33ft Brede: March 11, 23, 31 (twice), April 4, 9, 17, May 20 and 26
Padstow, Cornwall
Relief 47ft Tyne: May 3
Peel, Isle of Man
Atlantic 21: May 1
Penarth, South Glamorgan
D class: March 1, 10, April 3, 17 (three times), 21, May 3, 14 (twice), 16, 21 and 27
Penlee, Cornwall
52ft Arun: March 28
Peterhead, Aberdeenshire
47ft Tyne: March 22, May 5, 7 (twice) and 28
Plymouth, South Devon
52ft Arun: March 21, 29, 31, April 5, 13, 22, 30, May 4 (twice), 22 (six times) and 28
Poole, Dorset
33ft Brede: April 3, 11, 17, 30, May 1, 2, 20, 22 and 29
D class: March 14, 18, April 3, 11, 17, 19, 30, May 1, 20, 22 and 29
Portaferry, Co Down
Atlantic 21: April 4, 6, May 21 and 27

Porthcawl, Mid Glamorgan
D class: March 20, April 5, May 15 and 29
Porthdinllaen, Gwynedd
47ft Tyne: March 18
Port Isaac, Cornwall
D class: April 3 (four times), 5, 30, May 24
Portpatrick, Wigtownshire
48ft 6in Solent: March 2 and May 30
Relief 48ft 6in Solent: April 1, 14 and May 15
Portrush, Co Antrim
52ft Arun: March 30 and May 9 (twice)
Portsmouth (Langstone Harbour), Hampshire
Atlantic 21: March 6, 19, April 3, 4 (four times), 5, May 1, 8, 16, 22 (twice), 29 (three)
D class: May 14
Port St Mary, Isle of Man
54ft Arun: March 15
Pwllheli, Gwynedd
D class: May 18
Queensferry, West Lothian
Atlantic 21: March 6, 20, 26, April 23 (twice), May 23 and 28
Ramsey, Isle of Man
37ft Oakley: April 18 (twice) and 23
Ramsgate, Kent
Relief 44ft Waveney: March 13, April 17, May 22, 23 and 27
Atlantic 21: March 2, April 7, 17, 20, May 11 and 29
Redcar, Cleveland
Atlantic 21: March 16, April 16, 17, May 5, 8 and 17
D class: May 2 and 5
Rhyl, Clwyd
D class: May 7, 28 (twice) and 29
Rosslare Harbour, Co Wexford
52ft Arun: May 7
Rye Harbour, East Sussex
C class: March 19, 23, April 7, 15, 19, 30, May 1, 7 and 31
St Abbs, Berwickshire
Atlantic 21: April 2, 8 and 23
St Agnes, Cornwall
D class: May 17 (twice)
St Bees, Cumbria
C class: March 5, April 2 and 7
St Catherine, Channel Islands
C class: March 13, May 1 and 20
St David's, Dyfed
48ft 6in Oakley: April 6
St Helier, Channel Islands
44ft Waveney: April 3, 22, 23, May 8 (twice), 10, 11 and 28
St Ives, Cornwall
37ft Oakley: March 23, April 3 and 10
C class: March 12, 17, May 22 and 30
St Mary's, Isles of Scilly
52ft Arun: May 20 and 22
St Peter Port, Channel Islands
Relief 52ft Arun: April 26, May 8 and 14
Salcombe, South Devon
47ft Watson: April 9, 29, May 21 and 29
Scarborough, North Yorkshire
37ft Oakley: March 3, 12, April 27, May 8 (twice), 13 and 29
D class: March 20, April 3 and 15
Selsey, West Sussex
47ft Tyne: March 11 (twice), 26, April 9 (twice), May 6, 7 and 21
D class: April 1, 3 and May 12
Sennen Cove, Cornwall
Relief 37ft 6in Rother: March 14 and 25
37ft 6in Rother: April 22 and 30
Sheerness, Kent
44ft Waveney: March 2, 15, April 4 (twice), 10, May 28, and 29 (twice)
D class: March 14, 15, 26, April 4, 10, 30, May 17, 22, 30 and 31
Sheringham, Norfolk
37ft Oakley: April 19, May 8 and 15
Shoreham Harbour, West Sussex
47ft Watson: May 1
D class: March 27, April 12, 26, May 1 (twice), 12, 14, 15 (three), 22 and 30

Silloth, Cumbria
Atlantic 21: March 20
Skegness, Lincolnshire
37ft Oakley: May 18
D class: May 4, 18, 25 and 29
Skerries, Co Dublin
D class: May 29
Southend-on-Sea, Essex
D class: March 6, 19 (twice), 27, 29, April 4 (twice), 6, 12, 22, 23 and 26
Atlantic 21: March 28, 29, April 4, 6, 12, 15, 17, 19, 23, May 2 (twice), 7 and 29 (twice)
Southwold, Suffolk
Atlantic 21: April 14, 21 and May 7
Staithe and Runswick, North Yorkshire
Atlantic 21: April 16 and May 15
Stornoway (Lewis), Ross-shire
52ft Arun: April 4 and 14
Stranraer, Wigtownshire
D class: April 11, 15 (twice) and May 5
Stromness, Orkney
52ft Arun: April 26 and May 20 (twice)
Sunderland, Tyne and Wear
47ft Watson: March 11, 13 (twice), 19, 20, 26, April 10 and 28
D class: March 20, April 7, 10, May 15 and 22
Swanage, Dorset
37ft 6in Rother: April 3, 6, 17, May 1 and 9
Teesmouth, Cleveland
47ft Tyne: May 9 and 30
Tenby, Dyfed
47ft Tyne: March 23 and 27
D class: May 2, 8, 25, 29 (twice) and 30 (twice)
Thurso, Caithness
54ft Arun: April 9 and 30
Torbay, South Devon
54ft Arun: March 9, 30, April 15, 30, May 9, 19 and 29
D class: April 22, May 14 and 22
Trearddur Bay, Gwynedd
D class: April 1, May 1 and 31
Troon, Ayrshire
52ft Arun: April 3, 7, May 12, 14 and 23
Tynemouth, Tyne and Wear
52ft Arun: March 23 and 28
D class: March 9, 30, April 3, 17, 20, May 1 and 30
Valentia, Co Kerry
52ft Arun: March 23
Walmer, Kent
D class: March 27, April 5 and May 31
Walton and Frinton, Essex
48ft 6in Solent: March 19, 24, April 5, 6, 8, 19, May 7 and 27
Wells, Norfolk
D class: March 24
West Kirby, Merseyside
D class: March 10 and 20
West Mersea, Essex
Atlantic 21: April 4, 6, 17, 23, May 3, 7, 15, 22 and 24
Weston-super-Mare, Avon
Atlantic 21: April 1, 2 (twice), May 30 and 31
D class: April 1 (twice)
Weymouth, Dorset
Relief 52ft Arun: March 5 and 10
54ft Arun: March 30, April 5, 23, May 13, 15, 22 (twice) and 29
Whitby, North Yorkshire
44ft Waveney: March 10, 11, April 4, 9 (three times), 26 and May 2
D class: April 9, 21, May 2 and 28
Wick, Caithness
48ft 6in Oakley: March 1 and April 11
Wicklow, Co Wicklow
Relief 46ft 9in Watson: May 25
Workington, Cumbria
47ft Watson: March 10, April 2, 7 and 30
Yarmouth, Isle of Wight
52ft Arun: March 27, May 2 (twice), 28 and 29 (three times)

People and Places

Around and about the RNLI

Naval Architect dies

Naval Architect Jack Tyrrell of Arklow, County Wicklow, Ireland died suddenly on 29 July 1988 at the age of 83.

Jack Tyrrell was one of Ireland's most imaginative naval architects, and in 1964 won the design competition which led to the building of the three 70ft Clyde class lifeboats. Ironically the last of the Clydes was withdrawn from service a little over two weeks after his death.

Jack Tyrrell was the secretary of the Arklow lifeboat station for 26 years, from 1951 until 1977, before becoming Branch Chairman, a position which he held until his death.

Obituaries

With deep regret we record the following deaths.

NOVEMBER 1987:

Miss F. E. H Shackleton, JP, vice president of Rochdale ladies' guild since 1959. She was honorary secretary of the guild from 1947 to 1959 and was awarded a silver badge in 1966 and a gold badge in 1984.

APRIL 1988:

Miss Doris Calow, honorary secretary of Douglas ladies' guild from 1968 to 1988. She was awarded a silver badge in 1981.

JUNE 1988:

Mrs Esme Edgar who, with her late husband Mr Anthony Edgar, funded the Arun class lifeboat *Robert Edgar*, on station at St Mary's in the Scilly Isles.

James Turpin, coxswain of Fowey lifeboat until his retirement in 1978. He joined the crew in 1938, becoming coxswain in 1959. In 1977 he was awarded the BEM for services to the RNLI.

Mrs Joyce Allen, founder member and president of Alderney branch. Mrs Allen was awarded a statuette in 1977 and a silver badge in 1981.

Mr R. A. Davies, chairman of Hale Barns branch from 1975 to 1988.

JULY 1988:

Miss G. M. Milburn, donor of the Waveney class lifeboat *The White Rose of Yorkshire* and the D class lifeboat *Gwynaeth*, both stationed at Whitby.

William Pritchard, coxswain of Beaumaris lifeboat until his retirement in 1980. He joined the crew in 1956, becoming coxswain in 1972.

John John, second coxswain of Tenby lifeboat from 1982. He joined the crew of the Watson lifeboat in 1963 and was also a member of the station's D class lifeboat crew from 1973. In 1983 he was awarded a long service badge.

Mrs A. Percival, vice president of Widnes ladies' guild from 1972 to 1988.

Committee of Management

The following members were appointed or elected at a meeting of the Committee of Management held on 29 June 1988.

Appointed Life Vice President:

Marshal of the Royal Air Force Sir John Grandy GCB GCVO KBE DSO.
Professor Sir George Smart BSC MD FRCP

Elected Vice President:

Captain T. A. C. Keay VRD** RNR
Lieutenant Commander C. S. Sandeman VRD RNVR

Elected as new members:

Major General M. J. H. Walsh CB DSO DL
Captain Sir Miles Wingate KCVO FNI

Fishy business in Mundeford

The helmsman of Mundeford's C class inflatable, John Batchelor knows a thing or two about the sea, and also about its inhabitants – he is a fish merchant based near the station.

Two years ago he produced a colour booklet called 'All about fish, the healthy dish' and he donates 25p from every £1 which the booklet costs towards a local appeal for an Atlantic 21 that the station has set its heart on.

John has sold 17,000 copies of the booklet so far, and the appeal stands at £28,000. He is due to retire at the end of 1989, and his ambition is to have the cost of an Atlantic raised by that time. 'If I can sell another 17,000 books we will have paid for our boat before it is delivered...' says John.

Anyone who wants to help him realise his ambition, help the RNLI, and enjoy the tips and recipes in the 30 full-colour pages of the booklet need only send £1, plus 20p post and packing, to J. M. Batchelor, Fresh Fish Stall, Mundeford Quay, Christchurch.

Invergordon Century

Founder member of the Invergordon ladies' guild, Mrs Elizabeth Ross, celebrated her 100th birthday in June. Mrs Ross was vice president of the branch from 1934 to 1938, president from 1938 to 1952 and became its patroness in 1952, when she received a record of thanks.

Mrs Ross still shows a great interest in the activities of the guild.

42nd lottery raises more than £60,000

In recognition of his long-term support for the lottery draw, Mr John Jellett of Parkstone, near Poole, Dorset was given the honour of picking the winning tickets for the 42nd RNLI lottery on 31 July.

Mr Jellett has been present at practically all the draws since the lotteries began, and has watched a succession of showbusiness and sports celebrities and VIPs pull out the winning tickets.

Unfortunately, he still did not manage to turn up his own ticket among the thousands in the drum!

One of the lucky £50 winners was the mother of Becky Hester, a junior member of staff at the Poole HQ. Becky's grandmother bought the ticket and put her daughter's name on the counterfoil! Becky's grandmother lives in Eastbourne, and generously donated the money to the local branch.

The 42nd lottery raised a total of £60,547. The prizewinners were:

£2,000 – Mrs Brown, Maidstone, Kent.

£1,000 – Mrs C. Silmore, Ballachurry Onchan, Isle of Man.

£500 – Mrs M. Jackson, Leicester.

£250 – D. Wallace, Weston-Super-Mare, Avon.

£100 – A. Waters, Old Hatfield, Herts; Mrs Menzies, Ullapool, Scotland; Mrs J. Taylor, Cropston, Leicester; M. Devine, Repton, Derby; H. Marshall, Harrogate, Yorkshire; Mrs E. F. Edwards, North Baddesley, Southampton; B. Carroll, Orpington, Kent; Mrs D. F. Pritchard, Sevenoaks, Kent.

£50 – I. Hunter, Belfast; S. E. Messer, Warley, West Midlands; S. Godfrey-Phillips, Sevenoaks, Kent; Miss E. M. Clarke, Leicester; Mrs N. M. Fenton, Poole, Dorset; S. North, Mevagissey, Cornwall; Mrs J. M. Wood, Eastbourne, East Sussex; Mrs J. Sweetenham, Wootton, Isle of Wight.

Fire away...

Southend-on-Sea's lifeboat crew tackled a different kind of emergency on 2 July when they were called in to help fight a fire on Southend Pier.

The lifeboat station is at the end of the pier, and visitors watched the lifeboatmen hurl buckets of water on the flames to prevent a repeat of the 1976 disaster, when the pier was almost destroyed by fire.

The fire was believed to have been started by a discarded cigarette, and was extinguished by the time the fire brigade arrived.



Joseph Ibbitson (centre) aboard the Padstow lifeboat with three of the coastguards who rescued him, and coxswain Trevor England (right)

Lifeboat trip brings back memories

Pensioner Joseph Ibbitson, now 72 and living in Hull, returned home from a Cornish holiday with unforgettable memories of a trip on the Padstow lifeboat.

The Tyne class lifeboat *James Burrough* took Mr Ibbitson to see rocks that wrecked his ship and almost cost him his life 49 years ago.

On 23 January 1939 Mr Ibbitson was one of the crew of the minelayer *Medea* which was being towed from Portsmouth to a breakers yard in South Wales.

Off the North Cornwall coast the tow parted in a NW gale and the *Medea* was

blown towards the Camel estuary and on to the Greenaway Rocks, a reef in the mouth of the estuary.

Flares and rockets brought out the old Padstow lifeboat, *The Princess Mary*, but she took several big seas aboard and was unable to assist the *Medea*.

Mr Ibbitson and his two surviving shipmates were rescued by breeches buoy rigged by a coastguard team, and three members of that team were also aboard *James Burrough* to see the Greenaway Rocks again.

On station

The following lifeboats have taken up station and relief fleet duties:

OVER 10 METRES:

Appledore - Tyne 47-027 (ON 1140)

George Gibson on 19 June 1988.

Kirkwall - Arun 52-39 (ON 1135) *Mickie Salvessen* on 5 July 1988.

Barra Island - Arun 52-41 (ON 1143)

Ann Lewis Fraser on 22 July 1988.

The Lizard - Tyne 47-030 (ON 1145)

David Robinson on 17 August 1988.

UNDER 10 METRES:

Port Isaac - D366 on 15 June 1988.

Arran (Lamlash) - C521 on 19 June 1988.

Trearddur Bay - D367 on 22 June 1988.

End of an era in Holland

A link with lifeboats of the past came to an end in Holland this summer when the launching horses at Ameland in the West Frisian Islands were retired. A new jet-powered lifeboat capable of four times the speed has taken over from the traditional clinker-built *Adriaan de Bruine*.

A team of 12 horses had been used to launch the Ameland lifeboat for 160 years, and a trust has been formed to keep the team of men and horses together and to preserve the old lifeboat.



(Photo Denzil McNeelance, courtesy *The Times*) The last launch of the *Adriaan de Bruine* at Ameland

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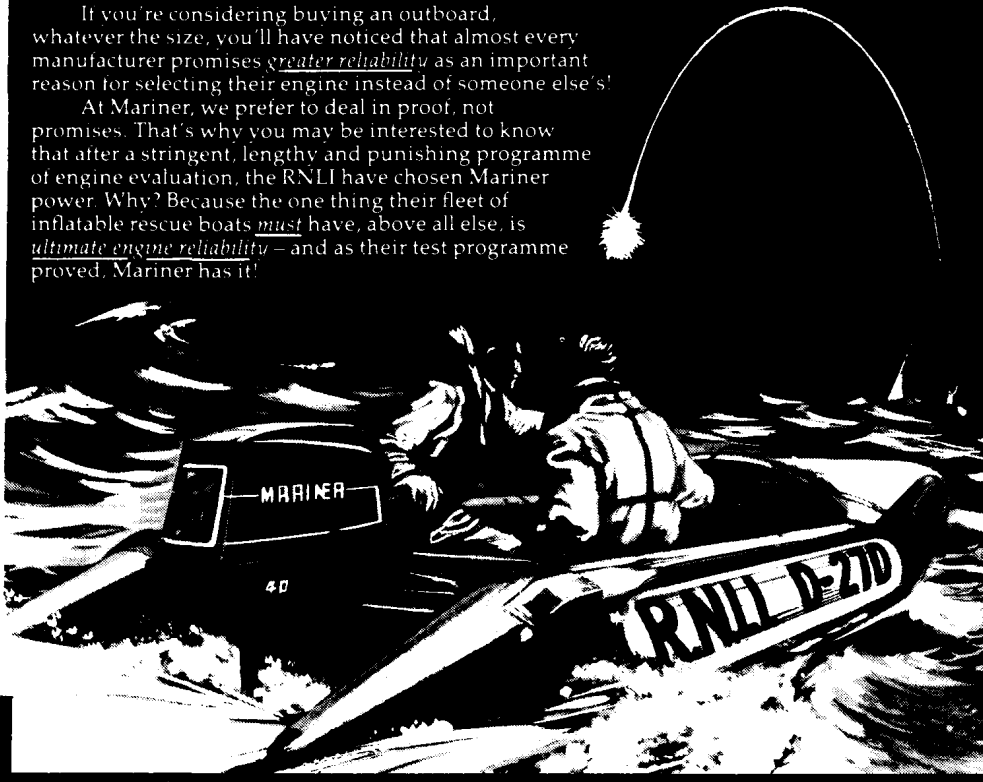


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