



The Lifeboat

Journal of the Royal National Lifeboat Institution

Summer 1983 30p



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THE LIFEBOAT

Summer 1983

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Volume XLVIII Number 484

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COVER PICTURE

Oban's new lifeboat, the first 33ft Brede lifeboat to go on station, was named Ann Ritchie on May 7 (see page 229). The Brede has been developed from a commercial GRP hull produced by Lochin Marine of Rye and she takes her place among the RNLI's fast afloat boats as a medium priced, medium range lifeboat. She has a maximum speed of 20 knots, a range of 140 nautical miles and a built-in self-righting capability. She is manned by a crew of four. The photograph was taken by David Parker.

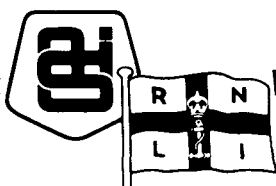
Editorial: All material submitted for consideration with a view to publication in the journal should be addressed to the editor, THE LIFEBOAT, Royal National Lifeboat Institution, West Quay Road, Poole, Dorset BH15 1HZ (Telephone Poole (0202) 671133). Photographs intended for return should be accompanied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

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

Advertisements: All advertising enquiries should be addressed to Dyson Advertising Services, PO Box 9, Godalming, Surrey (Telephone Godalming (04868) 23675).

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

Printers: The Friary Press, Grove Trading Estate, Dorchester, Dorset.



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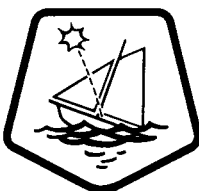
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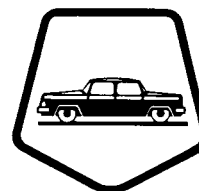
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NOTES OF THE QUARTER

THE DUKE OF ATHOLL, chairman of the Institution, reported to the annual general meeting of governors on Tuesday morning, May 17, that during 1982 lifeboats launched 3,304 times, the highest number since the foundation of the RNLI, and saved 1,281 lives. The overall income for the year was £15.7 million, with a half million pound surplus, but the Duke pointed out that the new Tyne lifeboats cost £430,000 each and that four are on order. Capital expenditure rose during the year, with good progress in building new lifeboats.

In congratulating the fund raisers, the Duke noted that branch and guild income had increased again, and that trading profits had passed half a million. The target for 1983 is £17 million and he said:

'I am sure we can rely on the generosity of the public to help us in our work. They need not doubt the value of their donations, for they only have to pick up a newspaper or switch on the television at almost any time to see that one of our 200 lifeboat stations has been in action.'

A full report of the AGM and presentation of awards appears on page 232.



Penlee's new 52ft Arun lifeboat Mabel Alice off Mousehole on her way to take up station in Newlyn Harbour. photograph by courtesy of The Times

Penlee investigation

The formal investigation into the loss on December 19, 1981, of the Penlee lifeboat *Solomon Browne* and mv *Union Star* took place in Penzance from March 14 to April 27 and the Wreck Commissioner, Richard Stone, QC, announced his findings on May 18. A report, with the Commissioner's recommendations, appears on page 221.

Geoffrey Brice, QC, counsel for the RNLI, said in his final speech:

'The events of one night on one small stretch of coast of Cornwall have left a mark on the consciousness of the whole nation which will never be erased. Within that one small stretch of coast there was displayed a feat of bravery and skill and the willing sacrifice of lives in the service of others which left not even the most hard hearted unmoved. It also left a grief-stricken community and a shocked nation with a deep-felt sense of awe and admiration for the courage, heroism and dedication to duty of a small band of men.'

'If ever one should get caught up in the mood of cynicism which at times characterises the age in which we live, one would do well to remember the men who gave their all at Penlee.'

Penlee's new lifeboat, the 52ft Arun *Mabel Alice*, was placed on service on Sunday May 8. She lies afloat in Newlyn Harbour.

Salcombe capsizes and righting

Salcombe lifeboat *The Baltic Exchange*, a 47ft Watson fitted with an emergency righting air bag, was capsized while on service and righted successfully on the afternoon of Sunday April 10. There were no injuries to the crew and the lifeboat was able to continue a search and return to Torbay under her own power. The lifeboat had launched to the aid of divers whose inflatable dinghy had capsized in very rough seas. With winds gusting up to violent storm, force 11, *The Baltic Exchange* was hit by two exceptionally large waves, the first of which carried a man overboard and the second capsized the lifeboat; the man was recovered immediately. A team of RNLI officials examined the lifeboat in detail the next day and found minimal damage.

This is the third capsizes of a lifeboat in the past four years and each time the boats have righted successfully. In 1979 Barra Island lifeboat, a 52ft Barnett fitted with an emergency air bag, and Islay lifeboat, a 50ft Thames which has an inherent righting capability, were both capsized in winds gusting up to hurricane force 12 and righted with only minor injury to their crews.

A full report of the events of April 10, 1983, will appear in the autumn issue of the journal.

Marquis Camden

It is reported with deep regret that the Most Hon. The Marquis Camden, DL JP, died on March 22. Lord Camden joined the Committee of Management

Salcombe's 47ft Watson *The Baltic Exchange*, her emergency bag inflated, bound for Brixham after being capsized and righting in a violent storm on May 10. The photograph was taken by the crew of Torbay lifeboat which was escorting her to harbour. Damage to *The Baltic Exchange* was minimal.



HRH The Duke of Kent, President of the Institution, visited lifeboat stations at Barrow, Morecambe, Fleetwood, Blackpool and Lytham-St Anne's on Wednesday April 27. At each station he inspected the lifeboat and met lifeboatmen, station officials and fund raisers and he went afloat for a short trip in Fleetwood's 44ft Waveney lifeboat Lady of Lancashire. (Above, left) Ladies of Barrow-in-Furness guild are



presented to the Duke of Kent: (l to r) Mrs Irene Allen, president, Mrs Margaret Thomson, chairman, Mrs Ann Wells, honorary secretary, and Mrs Clair Rigg, honorary treasurer. (Above, right) His Royal Highness is shown Lytham-St Anne's photographic collection by (l to r) Coxswain Arthur Wignall, John Ogden, station honorary secretary, and Harry Cartmell, branch chairman.

in 1930, was elected a vice-president in 1954 and a life vice-president in 1978. At one time or another he served on all the standing committees and was chairman of the Depot Sub Committee and vice-chairman of the Boat and Construction Committee.

Throughout his life one of Lord Camden's greatest interests was yachting, and what he enjoyed he served; he was vice-commodore of the Royal Yacht Squadron from 1954 to 1965 and a flag officer of the House of Lords Yacht Club and the Royal Motor Yacht Club as well as being a vice-president of the Marine Motoring Association.

Lord Camden will be remembered for his devotion to the RNLI for more than half a century; he will also be remembered as a most kind-hearted man who was concerned at all times for the well being of lifeboatmen and also for that of the permanent staff of the Institution.

Committee of Management

In the past year four new members have joined the Committee of Management. Rear Admiral I. H. Colley, OBE, was co-opted in July 1982. After a distinguished career in the Royal Naval Medical Service from 1948 to 1980, his last appointment being Surgeon Rear Admiral (Ships and Establishments), Admiral Colley became Honorary Consultant in Occupational Medicine to the RNLI. Since 1979 he has served as a member of the Medical and Survival Committee, of which he was elected deputy chairman in July last year.

The other three new members, all co-opted to the Committee of Management in 1983, are Mr Gilbert Gray, QC, Captain P. Greevy and Rear Admiral W. J. McClune, CB.

Mr Gray, who is a Recorder of the Crown Court, is president of Scarborough branch; his recreation is sailing and he is a member of Scarborough Sailing Club. Captain Greevy has been Deputy Harbour Master of Dublin Port

and Docks since 1974 and at one time was Chief Officer with the Commissioners of Irish Lights. Admiral McClune had served during the war as an RNVR radar officer, transferring to the Royal Navy in 1947; before his retirement in 1978 he was Chief Staff Officer (Technical) to the Commander-in-Chief, Fleet. Admiral McClune, who has served on the RNLI's Boat Committee since 1981, also enjoys sailing as a recreation.

Humber lifeboat TV series

The BBC will show a series of films about Humber lifeboat station in September and October. Cameraman Paul Berriff, whose 1972 film on Bridlington 'Experts in Action' has been used widely by the RNLI, spent four months at Spurn Point, living in a caravan, to be ready for any lifeboat

calls. The resulting films show the lifeboat and her work and the way of life for the lifeboat families on the remote promontory of land at the mouth of the Humber. This will be the most extensive television coverage ever given to a lifeboat station. Details of transmission times will be found in the *Radio Times* in September.

On station

The following lifeboats took up station and relief fleet duties during the months March to mid May 1983:

Valentia: 52ft Arun class lifeboat 52-23, RNLB Margaret Frances Love, March 14, 1983.

Relief Fleet: 33ft Brede class lifeboat 33-05, RNLB Merchant Navy, April 18, 1983.

Penlee: 52ft Arun class lifeboat 52-24, RNLB Mabel Alice, May 8, 1983.

The prototype 47ft Tyne fast slipway lifeboat City of London (l) and the relief 33ft Brede lifeboat to be named Merchant Navy heading out through Poole Harbour at the start of their passage to Gothenburg where they were demonstrated at the 1983 International Lifeboat Conference from June 5 to 9. The Swedish Sea Rescue Institution, which celebrates its seventy-five anniversary this year, was host for the conference which was opened by HRH Prince Bertil. The lifeboat societies of more than 30 countries were represented, including America, Russia, China and Japan; the RNLI's delegation was led by the Duke of Atholl, our chairman.



PENLEE:

The findings of the Formal Investigation ordered by the Department of Trade into the loss on December 19, 1981, of the coaster *Union Star* with her eight people and of Penlee lifeboat *Solomon Browne* with her crew of eight lifeboatmen.

THE FINDINGS of the Wreck Commissioner, Richard Stone, QC, at the Formal Investigation into the loss of the coaster *Union Star* and the Penlee lifeboat *Solomon Browne* were announced in Penzance on Wednesday May 18. The Commissioner found:

'... that the loss of the Union Star and those on board was caused by:

- (i) the irreparable failure of the ship's engines due to contamination of fuel by sea water while off a dangerous lee shore,*
- (ii) the extreme severity of the weather, wind and sea, and*
- (iii) the capsize of the vessel on or shortly after stranding.*

'The loss of the Solomon Browne and her crew was caused in the aforesaid circumstances in consequence of the persistent and heroic endeavours by the coxswain and his crew to save the lives of all from the Union Star. Such heroism enhances the highest traditions of the Royal National Lifeboat Institution in whose service they gave their lives.'

The Investigation took 29 days between March 14 and April 27 and considered written and oral evidence from more than 50 witnesses. In addition the court made visits to Penlee lifeboat station, Falmouth and Gwennap Head Coastguard Stations, Land's End Radio Station, Sennen Coast Rescue Company store and the *Union Mars* (a sister ship of the *Union Star*) and studied timed transcripts of tape recordings made by Falmouth Coastguard of VHF radio traffic on channels 0 and 16.

From all the evidence, the Commissioner, who was assisted by three expert Assessors, was able to prepare a detailed timetable of events on the night of December 19, 1981, when the tragedy took place.

The purposes of the Investigation were defined as ascertaining the causes of the tragedy, establishing whether any wrongful act or default of any person caused or contributed to the loss of the vessels or their crews, having examined the facts, seeing what lessons can be learned so that such disasters may, if humanly possible, be avoided in the future.

During the hearing it was repeatedly stressed that assessments could only be made on the basis of knowledge which was available at the time and in his report the Commissioner stated:

'We must all avoid judging anyone else's conduct with the benefit of hindsight, but when actions have been so closely analysed, as during an Investigation, it is of value to note those actions which could have been done differently.'

The report pointed out that an earlier launch of the lifeboat would have been advantageous, but cautioned that it could not be proved that it would have prevented the losses. The absence of a Mayday broadcast may also have led to restraint in asking for the lifeboat to launch.

A great deal of evidence related to Coastguard actions and the recent re-organisation in Cornwall and these aspects received much attention in the press. The report stated:

'It is not the purpose of this Investigation nor are we competent to act as a review body of Coastguard policy. But what we can do is to consider whether and if so to what extent the transfer to Falmouth may have affected the events of this one particular night.'

The report reflected that the Coastguard's national re-organisation, which was started in 1978, aimed to improve their rôle in initiation and co-ordination of search and rescue. Looking at this particular incident, when Land's End Coastguard station was passing information to the Falmouth

centre which was co-ordinating operations, the report did not find fault with the system but recommended closer liaison between the Coastguard and the lifeboat launching authorities and stations.

The final moments of the *Union Star* and the *Solomon Browne* were studied in detail. A Sea King helicopter and the lifeboat made repeated rescue attempts, but the Commissioner made the point that the experience of successful rescues by helicopter masks the fact that, for helicopters, there are limitations. He noted the factors which in this instance combined to defeat success:

- (i) Turbulence of the wind created by a severe gale with gusts reaching hurricane force.
- (ii) The small after deck restricting the area free of obstructions.
- (iii) The very high seas in marked contrast to a casualty aground; and
- (iv) the presence of a woman and children and at least their probable debility in the severe conditions.

Eventually the lifeboat took off four people when both vessels were only yards from the rocky shore. The *Union Star* capsized, the lifeboat was overwhelmed and efforts by coast rescue teams and other lifeboats to find survivors were in vain.

The final recommendations of the report are:

1. That the Department of Trade should consider the inclusion under the Merchant Shipping (Cargo Ship Construction and Survey) Regulations a requirement that vent pipe heights for bunker tanks carrying fuel oil for the ship's engines should be such as to ensure that the head of the air vent is clear of the level of water likely to be retained on deck.
2. That the Department of Trade should consider the issuing of an Instruction to Surveyors that self-closing drain cocks capable of indicating the presence of water or similar contaminants should be fitted to all fuel bunker tanks unless a water separator is permanently connected into the supply line(s) to the daily service or settling tank(s).
3. That the Department of Trade should consider drawing the attention of Masters and others in charge afloat to the importance of making a distress call when a ship is in grave and imminent danger even if immediate assistance has already been assured.
4. That the Department of Trade should consider issuing a notice to Shipowners and Masters that Owners Standing Instructions to Masters should clearly state that there is no inhibition on the responsibility of a Master to engage salvage assistance when in his judgment as Master that assistance is needed.
5. That the Department of Trade should consider publicising the advantage of Shipowners of coastal vessels providing Coast Radio Stations with a list of their management representatives, their addresses and telephone numbers.
6. That HM Coastguard and the RNLI consider jointly—
 - (i) the phraseology and procedures for requesting a lifeboat to launch or anticipate;
 - (ii) further improving liaison between the personnel of the two organisations and between HM Coastguard and others with local knowledge.
7. That HM Coastguard consider amending their Regulations in respect of the circumstances in which the Co-ordinating Officer may request the launch of a lifeboat and the title and definition of 'Distress Phase'.

The Formal Investigation was lengthy and detailed and the Wreck Commissioner conscientiously listened to all the evidence which people wished to put, much of which was not fully reported by the press.

The RNLI will consider the report in full and has already held preliminary meetings with the Marine Division of the Department of Trade and HM Coastguard in order to pursue recommendations 6 and 7 as swiftly as possible.

During his summing up the Commissioner said:

'The heroism of the coxswain and crew of the Solomon Browne in their selfless endeavours to save those from the Union Star is an episode in the nation's maritime history which will never be forgotten. It is right also to record the skill and courage displayed by Lt-Cdr Russell Smith and his crew in the helicopter Rescue 80 who made repeated attempts to effect a rescue in extreme conditions of wind and sea. Mr Buckfield fully deserves his commendation for his descent over the cliffs near Tater-du and we should not forget the dangers faced by the lifeboatmen of St Mary's, Sennen and the Lizard who put to sea that night in search of survivors from the Union Star and for their comrades from Penlee.'

LIFEBOAT SERVICES

West Division

Marooned on dolphin

THE DLA of **Morecambe** lifeboat station was informed by Liverpool Coastguard at 1625 on Sunday October 17, 1982, that a board sailor was in difficulties in Half Moon Bay, near Heysham. Maroons were fired at 1628 and at 1635, with the help of local fishermen, the D class inflatable lifeboat was launched; she was manned by Helmsman Keith Willacy and Crew Members Terence Jolley and Robert Coyle.

The wind was south by east force 3 in the sheltered position of the launching site. The sea was calm with a slight swell. It was 4½ hours after high water and the tide was ebbing to the south west at about 3 knots. Visibility was good although the afternoon was overcast.

After launching, Helmsman Willacy headed west down Ring Hole Channel and into the Hollow. By radio, the Coastguard reported that the casualty was in Half Moon Bay, last seen drifting out to sea near the old oil pier dolphins, structures 80 feet in diameter showing about 40 feet above the sea at that state of the tide with access ladders set in their southern sides.

Once in the Hollow it became obvious that the weather was worse than it had appeared in the sheltered position of the launch site. Seas were breaking violently over the skeers, rocky outcrops leading out from the shore, and, before attempting passage through them, Helmsman Willacy reduced speed and ordered his crew to check that all equipment was stowed correctly.

Drawing on his extensive local knowledge, the helmsman took the inflatable lifeboat through a narrow lead in the skeers called Dallam Dyke, using the throttle skilfully to prevent broaching. The seas were estimated to be five to six feet high with 20 feet between the crests and, with wind against tide, the seas were confused. The boat was filled with water and the crew had to move forward as far as possible to counteract its weight. The selfbailers were overwhelmed but the boat tended to clear herself over the transom when her bows were flung high on several of the seas.

Because of driving spray it had been

impossible to assess the conditions in Half Moon Bay beyond the skeers, but once clear of Dallam Dyke the seas were found to be very high, confused and with frequent breaking crests. It was obvious now that the inflatable lifeboat could only search along her line of advance, keeping head to sea as much as possible.

Showing good commonsense, Helmsman Willacy informed Liverpool Coastguard that he would abandon the search once abeam of Heysham Harbour and take shelter there until the sea moderated. He also asked that **Fleetwood** lifeboat be placed on standby. It was decided that Fleetwood lifeboat should launch immediately and the 44ft Waveney *Lady of Lancashire* slipped her moorings at 1700 under the command of Coxswain William Fairclough.

Morecambe's D class lifeboat had almost reached Heysham and her crew were just about to inform the Coastguard that they were taking shelter when Crew Member Jolley spotted the board sailor; he was high up, at the top of the northernmost of the two old oil dolphins, about a quarter of a mile abeam to seaward.

The wind was still south by east, but out of the shelter of Morecambe it was near gale, force 7. The seas, rough and confused, were eight to nine feet high and there were many breaking crests. The tide was still ebbing to the south west, but at 4 knots now. Visibility was fair.

Before approaching the dolphins, Helmsman Willacy first took the lifeboat close in to Half Moon Bay to find a lee so that he could turn and run out to sea again. He could not head directly for the dolphins as that would have meant going across the sea and putting the boat at risk. The lifeboat was taken almost back to Dallam Dyke and then Helmsman Willacy, with great skill, turned back into the sea and worked the boat up towards the dolphins, balancing the sea and engine throttle so that the inflatable lifeboat progressed crabwise but kept her bow to the sea.

The surge around the dolphin was estimated to be eight to nine feet high. The casualty had made his surfboard fast to the access ladder but, with the falling tide, it was now partly suspended by its mooring line blocking his way down to the sea and also obstructing any approach that the lifeboat might try. The man tried to let go the surfboard but found it impossible and retreated, exhausted, back up the ladder. The lifeboat made four attempts to come alongside the ladder but the surfboard, hanging half in and half out of the water and sometimes scything clear of the water entirely, made an approach far too hazardous.

It was then indicated to the man that he should jump into the water and that the inflatable lifeboat would recover him from there. Helmsman Willacy allowed the boat to be knocked back down wind and the man jumped into

the sea from about 12 feet up the ladder. He was quickly lifted into the lifeboat, which had to be held at half throttle to prevent her being thrown against the dolphin. It was now 1655.

Once the man, who seemed to be suffering from hypothermia, was aboard, Liverpool Coastguard was informed and an ambulance requested. The crew lay across the casualty to give him some protection and the inflatable dinghy headed for Heysham Harbour. Again the boat was full of water and she made slow progress into the relative shelter of the harbour breakwater, where the casualty was wrapped in a survival blanket and where also the selfbailers were able to clear the boat.

The board sailor was landed at Heysham and taken to hospital by ambulance; he was well enough to leave a few hours later.

The rescue had been completed by 1730 but the crew and a back-up crew organised by the DLA stripped the inflatable lifeboat of all equipment, hauled her up the harbour wall at Heysham and took her back to station on a special road trailer provided by the local police. The lifeboat was then reassembled and refuelled and she was once again ready for service by 1935.

Meanwhile, Fleetwood lifeboat was recalled when it was known that Morecambe D class lifeboat had reached Heysham safely and she was back on her moorings at 1718.

For this service the silver medal was awarded to Helmsman Keith Willacy and the thanks of the Institution inscribed on vellum were accorded to Crew Members Anthony Terence Jolley and Robert A. Coyle.

South West Division

Yacht among rocks

THE NORWEGIAN YACHT *Festina-Lente* reported by VHF radio at 1333 on Tuesday December 14, 1982, that her engine and steering gear had failed; she was one mile south of St Helier Harbour entrance. The yacht *Saida* and the fishing vessel *L'Oursin* were close at hand and both immediately reported that they were going to the help of the yacht in difficulties.

The duty assistant harbour master, who is a deputy launching authority of **St Helier** lifeboat station, was informed at 1350 that *Festina-Lente* was drifting close to the rocks off Demie-de-Pas. The crew assembled and at 1356 the 44ft Waveney relief lifeboat *Faithful Forester*, on temporary duty at St Helier, slipped her moorings and set out at full speed. Coxswain Michael Berry was in command.

A fresh to strong breeze, force 5 to 6, was blowing from west south west. Visibility was good under an overcast sky. Clear of the harbour the sea was moderate to rough with eight feet high breaking waves. The neap tide was starting its third hour of flood.

Festina-Lente was sighted very shortly after the lifeboat cleared St Helier's New Harbour. By VHF radio Coxswain Berry learned from the yacht *Saida* that she had tried to follow *Festina-Lente* into the rocks to pass a towline, but *Saida* had had to cast off the towline when she herself was almost carried on to the rocks. Six fishing vessels were lying off Tas de Pois, unable to help the casualty.

The combined effects of the west-south-westerly breeze and the flood tide flowing at 1 to 2 knots had swept *Festina-Lente* into a bottleneck among the rocks which was strewn with isolated outcrops. The yacht had an anchor out but was lying across wind and tide and held on jagged rocks. With Acting Second Coxswain David Aubert indicating the position of rock heads, from the foredeck, Coxswain Berry drove the lifeboat into the area of heavily broken water without hesitation. There was no hope of towing *Festina-Lente* clear so, swinging the lifeboat's starboard side to the yacht he told her two crew to leap aboard. He then executed a skilful withdrawal, stern first as there was not enough room to turn the lifeboat round.

Only five minutes elapsed between the time the lifeboat passed Tas de Pois heading for *Festina-Lente* and her return to deep water with the two survivors on board; they were landed into the care of the harbour master at 1422 and the lifeboat was back on her moorings and once again ready for service at 1430. The yacht was carried by the rising tide over the rocks upon which she had been caught; she was swept towards the shore and became a total wreck.

For this service the bronze medal was awarded to Coxswain Michael E. Berry and medal service certificates were presented to Crew Member David Aubert, acting second coxswain, Motor Mechanic Dennis J. Aubert, Emergency Mechanic David G. Mills, acting assistant mechanic, and Crew Members William Hibbs and John C. Gray.

South East and East Divisions

Ferry collision

HARWICH HARBOUR RADIO received a call at 2251 on Sunday December 19, 1982, from the outward bound roll-on roll-off ferry *European Gateway* reporting that she was in collision with the inward bound ferry *Speedlink Vanguard* in position 51°56.3'N, 1°23.3'E, near Cork Spit Buoy off Felixstowe. Immediate help was needed. The duty operations room officer immediately put into action the Harwich combined accident procedure, broadcasting on Channel 14 VHF for urgent assistance from all available craft and, as deputy launching authority of Harwich lifeboat station, calling out the lifeboat crew.

European Gateway, which was

loaded with lorries, reported a heavy and increasing starboard list. *Speedlink Vanguard*, with a damaged bow, was hove-to to the north-east of the collision position and required no assistance.

It was a fine night but a near gale, force 7, gusting to gale force 8, was blowing from the south west. It was about three hours before high water and with the tide flowing south south west, against the wind, the seas were steep and heavy.

By 2300, Harwich's 44ft Waveney lifeboat *John Fison*, under the command of Coxswain/Mechanic Peter Burwood, and the tugs *Sauria*, *Alfred* and *Ganges* had set out from Harwich, while the dock tugs *Gary Gray* and *Gray Delta* had set out from Felixstowe, all at full speed.

The Trinity House pilot vessel *Patrol*, a 52ft Halmatic Arun hull powered by twin 600hp MAN engines giving a speed of 20½ knots, had also cleared her Harwich berth and was on her way at full speed with her standard crew of two men; she was under the command of Second Officer Michael Wright.

Meanwhile, at 2255, the Trinity House pilot vessel *Valour*, a 40ft Keith Nelson boat powered by twin Cummins engines giving a speed of 17 knots, with a crew of two, was approaching the inward bound ferry *Dana Futura* to ship a pilot. On hearing the call for help, the pilot was shipped and *Valour*, under the command of Petty Officer Coxswain Kenneth Lee, drove at full speed over the eight cables distance to the position of the collision.

Dana Futura, under advice of Trinity House Senior Pilot F. Martin, was taken within two cables (about 400 yards) east of *European Gateway* and, assuming the responsibility of 'on scene commander', was for the next three hours held in that position ready to take on board survivors picked up by the smaller rescue boats.

Valour reached *European Gateway* at 2303. Rounding the stern of the casualty, which was already heeled to 45 degrees, the Trinity House launch approached her midships section in way of her No 3 lifeboat where men could be seen holding on to athwartships rails. The first attempt to come in bow first to the ship's lifeboat was unsuccessful be-

cause of the strength of the cross tide. Rounding to starboard Petty Officer Coxswain Lee tried the same manoeuvre a second time but once again it proved fruitless. So, instructing his crew member, Seaman Barry Warner, to leave the foredeck, he turned *Valour* short round and drove astern against the No 3 boat. Throughout this time *European Gateway* was heeling further to starboard; cargo and fittings were breaking loose within and on the ship and flotsam of all types fouled the water. At 2308 all the ferry's lights went out.

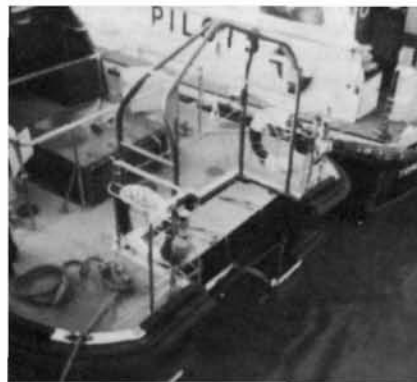
European Gateway's No 3 lifeboat was fully afloat but secured in her davits as the Trinity House vessel pinned her to the ferry's side; using this boat as a bridge, in about one minute 28 men scrambled aboard *Valour* over the launch's stern. Such was the number of people now on board the launch that her coxswain's vision was completely blocked. As he started to clear the ferry, *European Gateway* took a final lurch to settle aground on her starboard side, the movement causing three more people at the ship's No 1 lifeboat to fall into the sea.

Petty Officer Coxswain Lee expertly manoeuvred *Valour* stern first into the tide. He then operated his engines under the guidance of Seaman Warner who passed a lifebuoy and line to one of the people in the water and recovered him over the stern. The lifebuoy was then thrown to the other two men. Because of the noise within the ship and the nearness of the overhanging superstructure, Petty Officer Coxswain Lee withdrew *Valour* to a safe distance while Seaman Warner lay over the stern towing the two men; he then recovered them one at a time, helped by survivors already on board.

At slow speed in the heavy seas, *Valour* made for *Dana Futura's* starboard side where, at 2324, 30 survivors were transferred safely through the door on her lee side. Luckily the ferry was deeper laden than usual and the normal projecting fender (common to most ferries) was at the right height to allow a safe position alongside. The master of *European Gateway*, Captain H. H. McGibney, remained aboard *Valour* to help in the continuing search.

At 2310, just as *Valour* was about to clear *European Gateway*, the Trinity House pilot vessel *Patrol* arrived on scene. Her master, Second Officer Wright, had spoken with *Valour* on the outward passage and was fully aware of the situation facing him. All available lifebuoys and blankets had been made ready and the stern lift lowered to the water in readiness. The 'on scene commander' directed *Patrol* to investigate debris off *European Gateway's* port quarter, where large wooden boxes were floating. No survivors were found and in the breaking seas and swell one propeller was fouled; it was quickly cleared by rapid engine movement and *Patrol's* crew member, Seaman Thomas

The stern lift on Trinity House pilot vessel *Patrol*.





Newhaven: The Greek mv Georgios of Pireaus sent out a 'mayday' signal on the morning of Thursday January 13 reporting a severe list; she was about 14 miles south of Beachy Head. Winds from west north west were gusting up to near gale, force 7, and the sea was rough with a heavy swell when Newhaven's 44ft Waveney lifeboat Louis Marchesi of Round Table slipped her moorings and headed for the casualty under the command of Coxswain/Mechanic Leonard Patten. A number of other vessels and helicopters from RAF Manston and HMS Invincible were standing by. While the Sealink ferry Senlac made a temporary lee, Newhaven lifeboat, in eight approaches, took off six of Georgios's crew, her master and engineer remaining aboard. The six men were later lifted off the lifeboat by the RAF helicopter and put ashore and Georgios was escorted by the lifeboat and the tug Typhoon to a sheltered anchorage off Newhaven. After standing by for a further hour to make sure all was well, Newhaven lifeboat returned to station at about 1430 to refuel, remaining on stand by until 1620.

photograph by courtesy of Brighton Evening Argos

Wakelin, alerted Second Officer Wright to two men clinging high on the casualty's port quarter. Both men were thrown into the water as *European Gateway* gave a final lurch. *Patrol* was manoeuvred among the flotsam until Seaman Wakelin was able to throw a line to the first man; he was towed to the stern of the launch where both master and crew climbed on to the stern lift to drag him aboard. With no one at the helm, *Patrol* quickly broached to and, as she rolled heavily, the operation became very hazardous. With one man on board, the second man was found holding a piece of debris and the same operation repeated; neither of the pilot vessel's crew were wearing protective clothing and both were wet through by the time the two survivors were safely in the wheelhouse.

Patrol then made for the starboard (lee) side of *European Gateway* and a man was sighted high on the deck, clinging to the rails. Second Officer Wright approached the casualty fully aware that he was above submerged superstructure. The first attempt to reach the man failed because the tide carried the pilot vessel to port. Using more power, Second Officer Wright then drove *Patrol* against the athwartships rails while Seaman Wakelin released the man's hold on the rails and dragged him on to the pilot vessel's foredeck.

More survivors now appeared around the near horizontal side of the deck-house and *Patrol* made a third approach, pinning her bows between the rails and superstructure to allow 14

men to scramble aboard. Throughout this operation the pilot vessel's crew were aware that the ship's No 6 lifeboat was directly overhead, jammed against her own davits with a likelihood of breaking adrift, and pieces of buoyant cargo kept surfacing around them.

After illuminating the area with her searchlight and finding no more crew, Second Officer Wright took *Patrol* clear and set course for *Dana Futura* to transfer the 17 survivors to her. It was now 0100 on Monday December 20. The 'on scene commander' asked *Patrol* to continue the search and one survivor, George Lawn, a lorry driver, volunteered to remain on the pilot vessel to help with the searchlight.

Lifeboats join search

Harwich lifeboat arrived at 2328 and was asked by the 'on scene commander' to search down tide from *European Gateway*. Many empty lifejackets were recovered and, when the lifeboat was about three cables south west of the ferry, two men were sighted in the water, some 30 yards apart. Both were recovered at the waist of the lifeboat, with some difficulty in the steep seas. They were found to be unconscious. Crew members started mouth-to-mouth resuscitation in the warmth of the after cabin, but despite all efforts, neither man responded. Meanwhile, the lifeboat continued her search.

Walton and Frinton lifeboat, the 48ft 6in Oakley *The Earl and Countess Howe*, slipped her moorings at 2329 under the command of Coxswain Denis Finch and arrived on scene at midnight.

She was asked to remain south of *European Gateway* searching the down tide area and collecting lifejackets. During the early morning an empty liferaft was found; the lifeboat towed it to Walton Backwaters and then refuelled before resuming the search.

At 0115 Harwich lifeboat rendezvoused with *Patrol* near *European Gateway*'s stern where a suspended and partly inflated liferaft was being cut away. One body was recovered from the water by *Patrol* with the help of two lifeboatmen put aboard her to give additional manpower. Resuscitation efforts were made, but once again to no avail, and the body was transferred to the lifeboat; she landed all three bodies at Harwich, returning to the search area by 0150. The two lifeboatmen who had gone aboard *Patrol* now went to help on board the Trinity House pilot launch *Vanguard* which had joined the search fleet.

Throughout the time from 2350, the five tugs had been working on the weather side of *European Gateway* in heavy breaking seas. Although they are larger vessels than the Trinity House boats or lifeboats, with more crew, the operation was still hazardous. *Sauria* picked up two survivors and an up-turned liferaft from the water. *Alfred*'s master, Captain A. Taylor, put his tug's bow on to *European Gateway*'s bottom and then, using a heaving line as a messenger, passed a 5in rope up to eight men still on board; on his instructions they made the rope fast then slid down it, one at a time, on to *Alfred*'s bow. The two dock tugs, *Gary Gray* and *Gray Delta*, had to transfer their survivors when both fouled their screws on the same trailing rope. On the return to Felixstowe they were towed together by the tug *Ganges*; during this passage the master of *Gary Gray*, Mr A. Lund, sustained head and rib injuries while trying to clear a foul towline.

In all, 18 survivors were taken off by the three tugs *Sauria*, *Alfred* and *Ganges* and the two dock tugs *Gary Gray* and *Gray Delta*. The men were landed at Felixstowe to waiting Police and ambulances.

By 0230 all but one of *European Gateway*'s complement of 69 had been accounted for. Helicopters from RAF Manston and Coltishall, USAF Woodbridge and Koksijde in Belgium, which had begun arriving on scene from 0001, had made extensive searches and illuminated the area. The RAF Manston winchman had walked the length of the upturned port side of the ferry but found no evidence of further survivors. So, at 0230 all non search and rescue sea and air craft were released to return to normal duties.

At 0255 Harwich Harbour Authorities cancelled the combined accident procedure and progressively the SAR units were released. Harwich lifeboat returned to station at 0600; she was refuelled and once again ready for service by 0620. Walton and Frinton

lifeboat remained in the search area until 0900, working with a USAF helicopter. She then returned to station and was again ready for service at 0952.

There was still one man missing and the search for him was continued in the forenoon of December 20 by **Aldeburgh** and **Southwold** lifeboats. Aldeburgh's 37ft 6in Rother lifeboat *James Cable* launched at 1007 under the command of Coxswain William Burrell, BEM, and Southwold's Atlantic 21 rigid inflatable lifeboat was launched a few minutes later; she was manned by Helmsman Roger Trigg and Crew Members Jonathan Adnams, Steven Taylor and Philip Palmer. By this time the south-westerly wind had moderated to strong breeze, force 6, but it was still gusting up to gale force and the sea was moderate to rough. No sign was found of the missing man and the search was eventually called off at 1407. Southwold lifeboat returned to station at 1351 and Aldeburgh lifeboat at 1423.

For this service the bronze medal was awarded to Petty Officer Coxswain Kenneth V. Lee and Seaman Barry J. Warner, the crew of the Trinity House pilot vessel *Valour*, and to Second Officer Michael A. Wright and Seaman Thomas E. Wakelin, the crew of the Trinity House pilot vessel *Patrol*. Framed letters of thanks signed by the Duke of Atholl, chairman of the RNLI, were presented to George Lawn, the lorry driver who volunteered to remain with *Patrol* after himself being rescued, to Captain J. Lukes of the tug *Sauria*, Captain A. Taylor of the tug *Alfred* and Captain D. Webb of the tug *Ganges* and to Coxswain/Mechanic Peter Burwood of Harwich lifeboat and his crew: Second Coxswain Leslie Smith, Emergency Mechanic Robert Ramplin and Crew Members Peter Brand and Peter Dawson. In the absence of Rear Admiral W. J. Graham, director, letters of appreciation signed on his behalf by Cdr Brian Miles, deputy director, were sent to Captain H. H. McGibney, master of *European Gateway*, who remained aboard *Valour* to help in the search, to Mr C. Read of the dock tug *Gray Delta* and Mr A. Lund of the dock tug *Gary Gray* and to Coxswain Denis Finch of Walton and Frinton lifeboat and his crew: Second Coxswain Robert Kemp, Motor Mechanic James Berry, Assistant Mechanic Keith Richardson and Crew Members Brian Ward, Gary Edwards, Steven Moore and Trevor Halls.

East Division

MFV sinks

BLYTH LIFEBOAT station motor mechanic, John Scott, called up Tynemouth Coastguard at 1825 on Tuesday December 7, 1982, to tell them that the lifeboat would be sailing for a rough weather exercise. He was informed that the fishing vessel *Castle Cove* was taking

water in a position five miles north north east of the Tyne. After consultation with the station honorary secretary by telephone, **Blyth's** 44ft Waveney lifeboat *The William and Jane* slipped her moorings at 1830 and set out on service under the command of Coxswain Charles Hatcher.

The evening was dark and overcast with sleet showers and a near gale, force 7, was blowing from the south east. It was two hours before high water. Passage was down the harbour into worsening weather and, approaching the entrance, speed had constantly to be adjusted to clear the heavy breaking seas. Course was set for the casualty but speed could be no more than three quarters in the rough head seas and heavy swell. Even so, the lifeboat was continuously being washed by the breaking seas.

Castle Cove was reached at 1900, still underway at dead slow speed towards the Tyne. As the lifeboat came close to her port side, the fishing vessel's engines finally stopped. Her crew of three did not want to abandon ship, so the lifeboat's tow rope was passed across by heaving line and made fast on the casualty.

The gale, still from the south east, was now gusting up to 38 knots, giving rough breaking seas of 15 to 20 feet and a heavy swell. Both the lifeboat and the fishing vessel were shipping continuous spray and occasional seas.

The tow towards the Tyne began at a quarter speed, but *Castle Cove* started to list and the tow was stopped. The fishermen still did not want to abandon their boat, however, so the tow was re-started at 1910 with the casualty wallowing with the weight of water in her.

The five-mile passage took an hour and ten minutes. At 2024, approaching Tyne Piers, the lifeboat called up the Harbour Authorities for permission to enter. She had just informed *Castle Cove* and received her acknowledgement when the fishing vessel called back to say she was sinking. The casualty slipped the tow which was retrieved aboard the lifeboat. *The William and Jane* circled to port and came alongside, starboard side to the keel of the fishing vessel which was now heeled right over to starboard. The three fishermen slid down the port side of the heavily rolling boat and were pulled aboard by the lifeboat crew. The time from slipping the tow retrieving the survivors was just three minutes.

The lifeboat stood by for a further five minutes as the fishing vessel sank some 500 yards north of Tyne North Pier. The fishermen were then landed at Tyne Fish Quay and the lifeboat returned to Blyth. She was re-moored and once again ready for service at 2145.

For this service the bronze medal was awarded to Coxswain Charles G. Hatcher and medal service certificates were presented to Second Coxswain

Thomas Moss, Motor Mechanic John C. Scott, Assistant Mechanic Dallas K. Taylor, Emergency Mechanic Keith Barnard and Crew Member Ian Woodhouse.

West Division

Rescued two

FOLLOWING SEVERAL 999 CALLS from citizen band radio operators reporting a distress call from the cabin cruiser *Heron II*, Liverpool Coastguard informed the honorary secretary of **Flint** lifeboat station at 1945 on the evening of Saturday February 26, that the boat was in difficulties one mile south east of Mostyn Dock. The crew were assembled and the station's D class inflatable was towed on her trailer by road to Mostyn, about five or six miles from Flint down the estuary of the River Dee.

A fresh to strong breeze, force 5 to 6, was blowing from the north west and the sea was choppy in the shelter of Mostyn Dock. It was 2½ hours before high water and the tide was flooding into the estuary at about 4 knots. Visibility was good.

On arrival, the lifeboat was left at the top of the slip while the crew and honorary secretary went out along the groyne which forms the entrance into the docks to make a visual search of the area. A white light was seen about 1½ miles south east of the groyne and the honorary secretary fired a white parachute flare, not with any hope of illuminating the casualty, but rather to illicit some response. The casualty did respond, flashing a torch to indicate that she was in need of help and the honorary secretary decided to launch even though he was extremely concerned about the conditions; it was dark, cold and the sea state was near the limit for a D class inflatable lifeboat. However, the lifeboat was launched into Mostyn Dock at 2005 manned by Helmsman Alan Forrester and Crew Members Denis Smith and Terence Jacklin.

After launching, Helmsman Forrester headed for the dock entrance where he encountered heavy breaking seas approaching on his port beam. These waves were six to seven feet high and the sea was confused because it was rebounding off the groyne. Helmsman Forrester showed great skill in negotiating this hazardous stretch. Once clear of the groyne the lifeboat headed south east, up river but down wind and tide, towards the casualty. At 2020 the lifeboat came up with the cabin cruiser, which was seen to be aground with an anchor out. Waves were breaking over her.

The wind was still north westerly but had strengthened to strong breeze, force 6. The seas were rough, six to seven feet high, and breaking because of the bank on which *Heron II* was



West Mersea and Clacton-on-Sea: The Greek cargo ship Protoklitos was at anchor in the Blackwater Estuary when, on Monday February 7, fire broke out in her engine room and spread to her accommodation. It was a very cold day with a strong breeze, force 6, blowing from north north east, a moderate sea and snow showers. Lifeboats from West Mersea and Clacton, Essex Police launch Alert III, the fire-fighting ship Grey Echo, the tug Fenland, Tiger 2 and a number of other local boats went to her aid and about 60 firemen went on board to fight the fire. West Mersea Atlantic 21 rigid inflatable lifeboat was launched at 1418 manned by Helmsman Peter Clarke and Crew Members Leonard Broadhurst and David Mills; at about 1430 she took off the five people on board Protoklitos and landed them at Bradwell Marina. Clacton's 37ft Oakley lifeboat Valentine Wyndham-Quin, under the command of Coxswain Richard Harman, was launched at 1729 and both lifeboats, together with the other vessels, stood by ready to take off the firemen, if necessary. Twice, because of the very cold weather, the Atlantic's crew were changed. Both lifeboats were released to return to their stations at 2218 when the fire was reported to be under control.

photograph by courtesy of East Anglian Daily Times

aground. The tide was still flooding into the estuary at 4 knots.

It was evident that a tow would not be possible and so Helmsman Forrester decided to take off the crew of two. Conditions were very tricky, but on the second attempt the lifeboat was brought alongside in the lee of the casualty. One of the cabin cruiser's crew could be seen collapsed on the deck so Crew Members Jacklin and Smith both boarded the boat to carry this man off. Survivor's lifejackets were put on both men and they were wrapped in survival sheets. Throughout this operation, which lasted about ten minutes, waves were breaking over the cabin cruiser and the lifeboat and both boats were rising and falling awkwardly. An ambulance was requested to meet the lifeboat at Mostyn Dock and then she started the return passage.

Helmsman Forrester had decided to return to Mostyn, heading into the seas, because his only alternative recovery point, down sea, was Connah's Quay, which was a further six or seven miles up river and he wanted to land the man who had collapsed as quickly as possible. Crew Member Smith lay across this man to hold him into the inflatable lifeboat as she headed into waves six feet high. The waves were breaking into the boat and the selfbailers had to be kept open to clear the water.

The most dangerous part of the return passage was when the lifeboat had to cross the seas, through six to seven foot waves, to enter Mostyn Dock.

Once again Helmsman Forrester exhibited great skill negotiating this stretch; it took ten minutes to cover a distance of 300 yards.

The two survivors were landed at 2050 and first aid was administered until an ambulance arrived. The man who had collapsed was taken to hospital, but he was released the following morning. The other man was driven to his car.

Flint D class inflatable lifeboat was recovered, returned to station by road and was once again ready for service by 2230. *Heron II* was assumed to have sunk when her riding light went out half an hour after the rescue.

For this service the bronze medal was awarded to Helmsman Robert Alan Forrester and framed letters of thanks signed by the Duke of Atholl, chairman of the Institution, were presented to Crew Member Denis J. Smith and Terence H. Jacklin.

South East Division

Rolled over

ON TUESDAY EVENING, August 24, 1982, at 1938, Mudeford station honorary secretary and a lifeboatman, John Batchelor, sighted a red flare 2½ miles south west of the lifeboat station off Hengistbury Head. Maroons were fired and at 1941 Mudeford's D class Mark IV Zodiac inflatable lifeboat was launched manned by Helmsman John Batchelor and Crew Members Julian Derham and John Garton. A strong

breeze, force 6, was blowing from the south west which, combined with a strong ebb tide, had given rise to a short rough sea.

The lifeboat reached the casualty, an 18ft sailing boat within minutes. She found that the boat had been swamped by one large wave and then rolled over by another in the overfalls off Hengistbury Head. The lifeboat picked up the casualty's three crew from the water and then managed to tow the boat back to Mudeford. The lifeboat was re-housed and ready for service at 2024.

For this service a letter of appreciation signed by Rear Admiral W. J. Graham, director of the Institution, was sent to Helmsman John M. Batchelor and Crew Members Julian P. Derham and John F. Garton.

Scotland South Division

Swim to yacht

A YACHT AGROUND on rocks in the vicinity of Beckermat, about six miles south of St Bees, was reported to the honorary secretary of St Bees lifeboat station by Liverpool Coastguard at 0400 on Sunday August 29, 1982. It was an overcast morning and there was a near gale, force 7, blowing from north north east; the sea was rough and immediate help was needed.

The D class inflatable lifeboat was towed to Nethertown Beach, accompanied by the honorary secretary, deputy launching authority and crew members and a search along the shore started.

Meanwhile, at 0500 Workington lifeboat station's 47ft Watson lifeboat *Francis W. Wotherspoon of Paisley* slipped her moorings and set out under the command of Coxswain Albert Brown to stand by.

The yacht, *Ruffian*, was soon sighted from the beach by the light of parachute flares. She was stranded on a rocky outcrop about 200 yards from the shore and she was being pounded by heavy seas. In view of the near gale and rough seas, St Bees D class inflatable lifeboat was launched about 300 yards further north along the beach, in relatively sheltered water, manned by Helmsman Jack Southam and Crew Member Bill Forbes. As she set out, at 0528, those watching from the shore could see that the yacht would not last much longer; there were two men and a boy on board. Crew Members Ian McDowell and Malcolm Reid Jnr, both dressed in wet suits and both first class swimmers, volunteered to swim out to the yacht.

At first the honorary secretary thought that, as the yacht's crew were relatively safe on board, it would be better to await the arrival of the Coastguard rescue team. Then, by the light of their second last parachute flare, the people on shore saw a huge sea hit the yacht, throwing her on her beam ends. The honorary secretary told the two crew members, Ian McDowell and Malcolm Reid Jnr, to don their lifejackets

and ignite their lifejacket safety lights and he then gave consent for them to enter the sea. Their progress was watched by the light of a hand-held spotlight until they were lost from view in the rough seas. The last parachute flare was fired and the shore party was relieved to see the two lifeboatmen returning with the three people from the yacht, one of whom appeared to be in some distress. The honorary secretary and remaining crew ran into the surf to help bring the survivors ashore. The boy was found to be suffering from exposure but fortunately he was not injured; he was wrapped in a jacket and carried up to the Coastguard mobile, which had now arrived. The two men and the boy were taken immediately to hospital.

St Bees D class lifeboat returned to her launching position and was recovered on to her trailer; she was back on station, once again ready for service by 0830. Workington Watson lifeboat was back on her moorings by 0620.

The 22ft yacht *Ruffian*, which had been on passage from West Kirby to Castletown, broke up on the rocks.

For this service, framed letters of thanks signed by the Duke of Atholl, chairman of the Institution, were presented to Crew Members Ian McDowell and Malcolm Reid Jnr of St Bees, and a letter signed by Rear Admiral W. J. Graham, director, expressing the RNLI's appreciation to everyone at St Bees who had taken part in the rescue, was sent to Captain L. Goldwater, the station honorary secretary.

Ireland Division

Fishing vessel founders

THE FRENCH FISHING VESSEL *Cite d'Aleth*, in distress, was reported to the honorary secretary of **Rosslare Harbour** lifeboat station by MRCC Shannon at 0634 on Wednesday January 12. At first it was reported that *Cite d'Aleth*, her propeller fouled by a net, was six miles

from Tuskar Rock Lighthouse; her bearing from the lighthouse, however, was not known. A later message said that the fishing vessel's bottom was fouled by nets and it was feared she had foundered. A gale, force 8, gusting to strong gale, force 9, was blowing from the south south west and the seas were very high. It was about two hours after high water.

Rosslare Harbour's 48ft 6in Solent lifeboat *George Urie Scott*, slipped her moorings at 0655 and set out on service under the command of Coxswain William Stafford. Leaving harbour she headed south west towards Tuskar Rock, some six miles distant, and started searching almost immediately. All ships in the area were asked to help, as there was a very large area to search, and air cover was requested.

When *mv Nosira Lin* of London arrived her master agreed to act as 'on scene commander'. During the day a large numbers of ships and three Irish Air Corps helicopters joined the search.

At 1051 Rosslare lifeboat recovered a body from a perry buoy in the sea 3½ miles east of Tuskar Rock Lighthouse. At 1510 the lifeboat requested permission to leave the search area for long enough to return to Rosslare Harbour to land the body, refuel and get dry clothes for the crew. She returned to sea having made two crew changes and taken on board two extra lifeboatmen.

Nosira Lin handed over command of the search to the Irish Naval vessel *LE Grainne* at 1700. At the same time the three Air Corps helicopters returned to base and a Sea King helicopter from RAF Brawdy joined the search; after an hour, however, this helicopter also returned to base because of poor visibility on this January evening. The lifeboat continued to search the area with a smaller number of ships until 2300 when she was recalled; returning to Rosslare soon after midnight, she was refuelled and back on her moorings at 0100 on Thursday January 13.

The master of *Nosira Lin* passed on to the honorary secretary of Rosslare Harbour his great admiration for the work of Coxswain Stafford and his crew. The French Consul in Ireland visited the lifeboat station during the service to thank the crew for their efforts and, the following day, the Junior Minister for Fisheries spent an hour with the crew at Rosslare and thanked them on behalf of the Irish Government.

When, at 1100 on Thursday January 13, Arklow's 42ft Watson lifeboat *William Taylor of Oldham* launched on exercise, Coxswain Michael O'Brien asked if, as part of the exercise, they could search an area south east of Cahore Point as it was possible that a liferaft from *Cite d'Aleth* might have been carried that way by the south to south west winds. Cahore Point is some 20 miles north of Tuskar Rock. The honorary secretary agreed and the decision was welcomed by MRCC Shannon. Arklow lifeboat searched throughout the remaining daylight hours, but without success, and finally returned to station at 1715.

Despite all the efforts made, no trace was found of the other fishermen from *Cite d'Aleth*.

For this service a letter signed by Rear Admiral W. J. Graham, the director, expressing the Institution's appreciation to Coxswain William Stafford and his crew was sent to Rosslare Harbour station honorary secretary, Mr B. J. Miller.

South East Division

Tow by tug

IN VERY BAD WEATHER on the evening of Thursday December 9, 1982, the 500 ton coaster *mv Andoni* suffered engine failure and anchored 2½ miles south of Shoreham Harbour. She was seen by Coxswain Kenneth Everard of **Shoreham Harbour** lifeboat and reported to Shoreham Coastguard. The Coastguard could not make contact with *Andoni* by radio but a visual watch was kept.

At 2100 *Andoni* was seen to be drifting eastwards. Five minutes later the Coastguard made VHF radio contact with her, and the coaster asked for immediate tug assistance. The Newhaven tug *Meeching* was alerted and also **Newhaven** lifeboat.

Newhaven's 44ft Waveney lifeboat *Louis Marchesi of Round Table* slipped her moorings at 2110 and left harbour under the command of Coxswain/Mechanic Leonard Patten. By now *Andoni* was six miles west of Newhaven and 1½ miles south of the Palace Pier, Brighton. A south-westerly strong gale, force 9, was gusting up to violent storm force 11, with severe rain squalls. It was about 2¾ hours after high water, so, with wind against tide, the seas were very rough and confused with 10 to 15 foot waves.

continued on page 249

LONG SERVICE AWARDS

THE LONG SERVICE BADGE, introduced from January 1, 1982, for crew members and shore helpers who have given active service for 20 years or more, has been awarded to:

Arbroath

Coxswain D. Matthewson
Crew Member F. Fraser
Crew Member D. Gerrard

Eastbourne

Shore Second Coxswain J. Buckland

Lytham-St Anne's

Crew Member K. Smith

Moelfre

Coxswain W. J. Roberts

Newhaven

Crew Member D. Payne
Shore Helper M. Hills
Shore Helper J. Ingram

Penlee

Crew Member L. W. Nicholls
Shore Helper N. D. Penrose
Shore Helper G. R. Pomeroy

Sheringham

Crew Member K. A. Holloway
Crew Member T. R. Holsey
Crew Member W. Thirle
Shore Helper R. Hill

Shoreham Harbour

Coxswain K. Everard
Motor Mechanic J. Silvester

Tenby

Second Coxswain J. John

Wicklow

Coxswain P. Keogh
Second Coxswain J. Kavanagh

Happy people . . .

RESCUED TWO AND SAVED BOAT

TWO MEN had been spending Sunday January 16 fishing off the western end of the Isle of Wight in an open 17ft dory. When, at 1530, they started to prepare for the return passage to Poole, their outboard engine failed. They were reported overdue by their families early on Monday January 17 and a search was set in motion. A fresh breeze, force 5, was blowing from the west and beyond the shelter of the land the sea was moderate to rough.

Mudford's 17ft 6in D class Mk IV Zodiac inflatable was the first lifeboat to be launched, at 0618 while it was still dark; manned by Helmsman John Batchelor and Crew Members Paul Derham and Paul Knight, she started searching along the coastline and in Christchurch Bay; after returning to station to refuel just after 0800, she continued the search along Christchurch Ledge, at slack water, and in the area of Ledge Buoy.

Meanwhile, between 0639 and 0724 a shore boat, *Gazelle*, searched Christchurch inner harbour and the river; she was manned by N. Derham, J. Baker and J. Rathmell. At 0705 the 52ft Arun relief lifeboat *Ralph and Bonella Farrant*, on temporary duty at Yarmouth; slipped her moorings under the command of Coxswain David Kennett; at first she searched westward from Christchurch Bay to Boscombe and then, at about 0900, extended her search from the Needles east towards St Catherine's Point. A Royal Naval helicopter had joined the search by 0800 and at 0900 Poole's Dell Quay Dory lifeboat, manned by Helmsman David Coles and Crew Members Steven Vince and Andrew Hawkes, launched to search behind the islands in Poole Harbour.

It was about 0930 when Yarmouth lifeboat sighted the missing fishing dory a mile south of Chilton Chine and, once the survivors were on board, the other lifeboats returned to station. The story is taken up from there by David Gimson, one of the men rescued, who was so moved by his experience that he came into Poole HQ the following morning to offer his heartfelt thanks to all the lifeboatmen who had searched for and rescued him and his friend, Nigel Fitzgerald, and to offer any help he could give to the RNLI.

'It was Sunday morning when my friend Nigel and I started fishing off the Isle of Wight, about two miles west of The Needles. We had told our wives that we were going to be back in Poole by six, so at half past three we started the engine and began pulling in the anchor. Then the engine just died on us. We tried to

repair it, but we couldn't get any life from it. We sent up a daylight flare, but it wasn't spotted. We had a night flare with us as well, but we couldn't make it work. We tied an orange waterproof coat to the rigging, hoping that, as it swung with the waves, it would be seen from the land. Two coasters passed and we tried to attract their attention, but without success. A big passenger liner went past, too, but she did not see us either.

'By that time it was very dark. I took my navigation lights off and waved them about hopefully, but nobody saw them.

'Round about half past nine we started to drag our anchor. We pulled it in and found that one of the prongs had straightened, we were using a rock anchor. We re-positioned the prongs and put the anchor back, but by then we had drifted about three or four miles down towards St Catherine's. We were getting close to the shoreline and the seas were getting very rough.

'The anchor held us until about half past three or four in the morning. Then we think that, in the rough water, the warp must have chafed on a rock and our anchor broke free so that we were drifting. We tied on another anchor and put that over and that stuck in fine. But we were well down toward St Catherine's

'We knew that there could not be a major search until daybreak, so we were just trying to keep our spirits up. Round about seven o'clock we were looking towards The Needles and we saw the green flares go up to call out the lifeboat. At least, we thought, they know we are missing. We found out later that our wives had kept in touch with each other all evening and when we had not arrived home by the early morning they had reported us as overdue.

Daybreak

'It was daybreak when we saw the maroon flares go up, and we were full of hope and enthusiasm. But the sea had got up. It was very rough with waves probably 12 to 14 feet high; the crests were breaking and coming into the boat. It wasn't serious enough to cause us trouble because the boat had a single deck and the water was draining out as fast as it came in, but when you are helpless it is still frightening. And the anchor might not hold.

'At about half past eight a helicopter came over, searching. I took off my coat, which has

a bright red lining, and waved it, but they didn't see us and when they turned west and flew away down towards Old Harry we thought everything had gone, that there was no hope left. All night, every time I had thought of my wife and children, I was frightened for them as well as for myself. I began to think I should never see them again. Every time, I tried to wipe all such thoughts from my mind because I did not want to get so worried and so frightened that I would perhaps do something silly and make my children orphans. And, somehow, I suppose that I knew that as long as the boat stayed upright and at anchor and we stayed in the boat, the RNLI would rescue us.

'I had been saving a cigarette. I smoke quite heavily, and by nine o'clock the night before I only had three cigarettes left. I thought I would have one at midnight, one at four o'clock in the morning and then my last cigarette I would save until we were either in a lifeboat or a helicopter or until there was no hope left.

'Anyway, when I saw the helicopter disappearing I thought, "That's it. We are not going to survive." The seas were so bad by that time. I thought about my wife and children and wished that I had never come out fishing that Sunday. I was just going to smoke my last cigarette when we thought we heard an engine. All morning we had been thinking that we heard engines, but there had been nothing there, so we were really past hoping.

'Then the Yarmouth lifeboat came up!

I kept on waving . . .

'When I saw her, about a mile and a half away, I stood up and started waving my coat. And I couldn't stop. I kept on waving until I could actually see the lifeboatmen, smiling. They gave us such a feeling of security. It was like being re-born. I had so much trust in them. If they had asked me to jump into that rough water I would have done it.

'When they came up alongside us I was expecting them to say, "What are you doing out here?" But they were so good to us. The second coxswain looked over from the lifeboat and said, "Are you Mr Fitzgerald?" which is my friend. We said, "Yes," and he said, "Well, do you want to come with us today or are you going to stay here?" They were so good about it. They told us to pull in our anchor and make fast a tow line. I said forget the boat; I would cut the anchor free and she could smash herself up. But they said, "No, make that rope fast". So we did and there was a line between us. They circled round while we cut our anchor free and then they came back alongside. They didn't even touch our boat. They handled their 52ft Arun lifeboat just as though they were reversing a car. They were brilliant. I would never have believed that such a big boat could be so gentle in such rough seas.

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Rescuers sign a lifejacket for the rescued at a 'thank-you' dinner for the crew at Yarmouth, Isle of Wight: (l to r) Nigel Fitzgerald and David Gimson, the two rescued fishermen, Motor Mechanic Robert Cooke, Derek Hufam, station honorary secretary. Second Coxswain David Lemonius, Crew Members Paul McKillop and Alan Howard and Coxswain David Kennett.

photograph by courtesy of Dave Rainier



The naming of

RNLB

Ann Ritchie

OBAN, MAY 7, 1983

ON SATURDAY May 7 a damp, overcast morning overshadowed the preparations at Oban for the naming ceremony of the first 33ft Brede lifeboat to go on station. As the time of the ceremony drew nearer, however, the weather improved and a warm, dry breeze brought life to the gaily bedecked South Pier. Set in the natural bowl of Oban Bay, overlooked by the magnificent monument and flanked by Caledonian MacBrayne ferries, the Trinity House vessel and yachts moored to the pontoons dressed overall, the 400 guests, soaked, maybe, but happy, awaited the arrival of the namer and very generous donor of the lifeboat, Mrs A. A. Ritchie. Oban's Brede is the third lifeboat given to the RNLI by Mrs Ritchie: the 37ft *Oakley James Ball Ritchie* has been on station at Ramsey since 1970 and the 54ft *Arun The Gough Ritchie* has been on station at Port St Mary since 1976.

Escorted to the site by a young piper, the principal guest and platform party were welcomed by a guard of honour drawn from the Oban Boys' Brigade who were themselves celebrating their organisation's hundredth anniversary, and at 2.30 pm precisely the National Anthem was played by the band of Oban High School conducted by David Mason. Having called upon Julie Graham, daughter of a crew member, who presented a bouquet to Mrs Ritchie, Oban branch chairman, Mr Lake Falconer, lead the proceedings wherein the Brede lifeboat was most modestly handed over to the RNLI by her charming



(Above) The first 33ft Brede lifeboat to go to station, *Ann Ritchie*, is demonstrated to the principal guests after her naming ceremony.

(Right) A bouquet from Julie Graham for the donor, Mrs A. A. Ritchie, who . . .

(Below) . . . later walked over to the dais to name the new boat *Ann Ritchie*.



donor and accepted by Sir Charles McGrigor, convener of the Scottish Lifeboat Council and a member of the Committee of Management. Sir Charles, in his turn, delivered the lifeboat into the care of the station branch through the good office of the honorary secretary, Captain Norman Macleod.

After a vote of thanks from Mrs Lesley McPhail, president of Oban ladies' guild, to everyone taking part in the ceremony and all supporters of the



station, the service of dedication was conducted by the Reverend A. Campbell, Moderator of the Presbytery of Lorn and Mull, and Monseigneur T. Wynne of St Columba's Cathedral, Oban. Mrs Ritchie was then invited to name the lifeboat *Ann Ritchie*.

The champagne bottle broken, the engines sprang to life and Coxswain/Mechanic John Patrick Maclean displayed the versatility and manoeuvrability of the boat, impressing all present and not least the special guests Mr Frank Nichols, the builder of the boat, and Mr P. Denham Christie who chaired the RNLI Boat Committee during the introduction of this new class into the fleet.

With impeccable timing, the RAF helicopter paid its own particular tribute to the occasion with the RNLI house flag prominently displayed from its winch wire and the lifeboat then moved out into Oban Bay with principal members of the platform party on board to display her speed and proficiency to the crowds of people lining the water's edge.

At the conclusion of the formalities all guests were entertained to tea provided by the ladies of the guild and helpers at Oban High School and enjoyed sampling a special naming cake which was ceremoniously cut by Mrs Ritchie.

So a memorable day concluded for many people who had come together from various parts of Scotland and other areas of the United Kingdom; a day and an occasion which confirmed the vitality of the lifeboat family and one which enhanced this, the fiftieth anniversary year of Oban ladies' guild.—K.T.

BBC Television Appeal: Raymond Baxter, chairman of the Public Relations Committee and a member of the Committee of Management, aboard Yarmouth, Isle of Wight, *Arun* lifeboat and surrounded by the filming and recording team during the preparation of the BBC Television Appeal for the RNLI. The appeal, made by Mr Baxter and broadcast on Sunday May 8, included an impressive film sequence of lifeboat launches, and a magnificent response of more than £26,300 has already been received at Poole headquarters.



American Connection

THE NAMING OF TWO ATLANTIC 21 RIGID INFLATABLE LIFEBOATS DONATED BY THE AMERICAN BRITISH LIFEBOAT APPEAL

Atlantic College

Atlantic College is a remarkable place in many respects. Housed in St Donat's Castle, built in the fifteenth century, it is perched on rocky slopes which tumble down to the waters of the Bristol Channel. Within the grounds are dormitories, classrooms, laboratories, tennis courts, swimming pool, gym and a marine research centre, a building for Coastguard cliff rescue equipment and a lifeboat station. The college has pioneered a form of education which has spread from this original South Wales location to countries throughout the world. But most impressive of all is the unbounded vitality of the college which springs from its students who come from every corner of the earth to learn together. The Atlantic 21 rigid inflatable lifeboat had its origins at the college; the students form the crew of the Atlantic now stationed there and on two occasions letters of thanks from the RNLI have been sent for rescues they have carried out. The names of the

crews in those letters—G. Unger, W. de Voge, P. Allen, M. Barker, L. Linstedt, A. Lunn and A. Mohammed—give an idea of the international flavour of the college.

It was particularly fitting, therefore, that on Friday May 6, during the college's twenty-first anniversary year, His Excellency the American Ambassador, the Hon. John J. Louis, Jnr, visited Atlantic College to name its new lifeboat *American Ambassador*. The ceremony was opened by the students playing three national anthems, Welsh, British and American, and the Headmaster, Andrew Stuart, welcoming the guests, explained that the college was founded on the principle of service and described the lifeboat service as 'one of the purest forms of service as well as challenge'.

Recent reconstruction work in the seafront area included the new boat-house which is named in honour of Rear Admiral Desmond Hoare, the founding headmaster of the college and a former

member of the RNLI Committee of Management. Admiral Hoare gave an amusing and fascinating account of how the college had designed and developed the first rigid inflatable boats which led to the Atlantic 21. He modestly claimed that no individual could take credit for the boat but said that it was '... designed by the Bristol Channel, with the midwives of trial and error and 500 students as development officers'. Mrs Hoare unveiled a plaque on the boat-house and the doors swung open to reveal the sparkling new lifeboat, a tribute to Admiral Hoare's work and to the RNLI Cowes base which was represented at the ceremony by Lt David Stogdon, Mike Brinton and Mick Butler who have been responsible for the considerable development of the Atlantic 21 in the past decade.

In accepting the lifeboat from the Duke of Atholl, chairman of the Institution, the honorary secretary of the station, Dean Glover, mentioned another of the college's firsts. In 1969 Admiral Hoare sent to RNLI headquarters a crew application form which was duly returned with an acceptance note. The name on the form was E. Hostvedt, an 18-year-old student from Norway, and only after the RNLI had accepted the application did Admiral Hoare write back, with a photograph of an attractive girl, Elizabeth, who had just become the RNLI's first enrolled female crew member.

Following a service of dedication, the American Ambassador said:

'The task of saving life at sea transcends national boundaries, ignores races and creeds and is truly humanitarian. The sea is said to be a cruel master and your RNLI crews are challenging the dangers and moods of the oceans to try and prevent that cruelty from spreading too far.'

The Atlantic 21 was one of two provided by the American British Lifeboat Appeal and the Ambassador continued:

'I am proud that my countrymen responded generously to provide your new lifeboat. I am sure that the boat operating from this splendid college will help to further international goodwill in its life-saving missions.'

He then named the lifeboat *American Ambassador* and embarked for a short trip to sea, an experience he clearly enjoyed.

Hunstanton

At Hunstanton, where the second of the two Atlantic 21s provided by the American British Lifeboat Appeal is stationed, an American atmosphere was provided on Wednesday May 11 by the guard of honour of US servicemen and inspected by Vice-Admiral Donald Engen, a former president of the Association for Rescue at Sea, AFRAS. The new lifeboat was handed over to the station by Vice-Admiral Sir Peter Compston, who was the appeal chairman, and accepted by the honorary secretary Major John Day. Admiral Compston



Atlantic College, St Donat's Castle: After naming the Atlantic 21 rigid inflatable lifeboat, John J. Louis, Jnr, the American Ambassador aboard *American Ambassador* (l) with Andrew Stuart, headmaster of the college and chairman of the lifeboat station branch.

(Below) Hunstanton: The scene at Old Hunstanton during the naming of the Atlantic 21 Spirit of America.

photograph by courtesy of Jeff Morris



paid tribute to the members of his appeal committee who worked hard among the American community in this country to enlist their support for the RNLI. He went on to thank members of AFRAS who raised money in the United States. After the service of dedication, Admiral Engen spoke of the close links between Britain and the United States and outlined the aims of AFRAS:

'... to encourage endeavour in the field of search and rescue, to encourage international co-operation and to help voluntary search and rescue organisations with financial support.'

As a US Navy officer, he said he had seen the sea in many states and expressed his admiration for those who go out to rescue others.

'It is our hope that it will be a great comfort to those who use the seas along this coast and, indeed to my fellow countrymen in the US Air Force who train over these waters, to know that the Hunstanton lifeboatmen are safeguarding their interests. Gentlemen, I wish you good luck in your missions.'

Admiral Engen then named the lifeboat *Spirit of America* and, with his wife, went to sea for first-hand experience of the boat as she was put through her paces.

AFRAS

The Association for Rescue at Sea continues to help the RNLI and other lifeboat services. In 1982 AFRAS began to aid the two Dutch voluntary lifeboat services and a fledgling volunteer life-saving service on the Canadian West

Coast. It has established a gold medal award for rescue at sea which last year was presented to US Coast Guard Officer John D. Ornellas for his heroic action in rescuing people from the stricken vessel *Gail* off the Umpqua River Bar, Oregon. Admiral Engen made the presentation but as he was subsequently appointed to the National Transportation and Safety Board, Vice-Admiral John G. Finneran has taken over as president of AFRAS.

Anyone wishing to know more about AFRAS should write to Association for Rescue at Sea, c/o National Westminster Bank, 100 Wall Street, New York, NY 10005, USA. Meanwhile in this country there is an American branch actively engaged in fund raising. Details from RNLI HQ, West Quay Road, Poole, Dorset, BH15 1HZ.—R.K.

NEW RNLI TRACTOR

For Carriage Lifeboats

A NEW PROTOTYPE launching tractor was placed on extended evaluation trials at Hoylake lifeboat station on Tuesday April 12, 1983. This new tractor has been developed jointly by the Institution and M. A. Bigland (Preparations) Limited of Knighton, Powys.

Unlike previous lifeboat tractors which have been adapted from commercial bulldozers, the new tractor has been specifically designed for the arduous task of launching carriage lifeboats. It was necessary to design this machine because it was found that commercial designs were becoming more difficult and costly to adapt and could not meet the RNLI requirements, particularly with regard to ground clearance, track width and waterproofing.

The new tractor is driven by a diesel hydraulic system using a 200hp Caterpillar 3208 NA engine similar to that installed in 33ft Brede and some 44ft Waveney class lifeboats. It has a totally enclosed cab for the driver and his assistant and is fully waterproof and capable of operating at greater depth than existing tractors. A hydraulically driven winch is fitted which carries 300ft of cable and has a pull of 15 tons. Around the cab area and over the winch a grating is fitted protected by handrails which should greatly help the shore crew during initial recovery operations. Two quartz iodine headlights are fitted at each end in glazed waterproof boxes which also contain side and tail lights, turn indicators and blue flashing lights. In addition an extra two quartz iodine floodlights are mounted at each end of the cab roof.

Because the tractor has been specially designed it has been possible to build in



(Above) On its evaluation trials, the new RNLI prototype tractor recovers the 37ft 6in Rother lifeboat Mary Gabriel at low water across Hoylake's extensive sands . . . and (right) proves itself fully waterproof. While on exercise the new tractor has itself already rescued two young people and their dog cut off by the tide.



a very efficient air cooling system for use on the beach; when the tractor enters the water a pair of protected keel coolers take over automatically. A great deal of thought has been given to ease of control by the driver. The driving seat can face either way and directional control is by a simple 'joy-stick' which is pushed in the direction of travel required. The power to the joystick is controlled by a 'deadman's pedal' which is the only control necessary for travel other than engine speed. The winch is controlled by a simple haul/stop/payout lever again protected by a 'deadman's pedal'.

The new tractor is capable of a speed of 9 mph which is a 50 per cent increase

on existing machines. A draw bar pull of 40,000 lbs has been attained. It is 18ft long, 9ft 6in high and 7ft 8in wide using 20in track plates, but provision has been made to fit up to 24in track plates if beach conditions require. This would increase the width to 8ft. The tractor weighs 17 tons in full working order.

Before starting extended evaluation trials at Hoylake the new tractor, which has been allocated the number T91, was demonstrated in partially finished form at Hoylake, Rhyl, Pwllheli, Dungeness and Hastings lifeboat stations. It was well received at all five locations and several useful suggestions from these stations have been incorporated in the final design.—S.E.

ANNUAL GENERAL MEETING and presentation of awards

SOUTH BANK, LONDON, TUESDAY MAY 17

1982: 1,281 people rescued; nearly £16 million raised

NOT MANY spring or early summer days have been sunny this year, but Tuesday May 17, when RNLI people from all parts of England, Ireland, Scotland and Wales came to the Royal Festival Hall in London for the annual general meeting of the governors and the annual presentation of awards, was one of the exceptions. Whether the sun shines or not, however, the day of the annual meetings is always one of the happiest in the lifeboat year.

Looking back at 1982 there was much for which to be thankful and in which to take pride: a record 3,304 services safely accomplished; 1,281 people rescued from the sea; nearly £16 million raised to make possible the work of the lifeboatmen; and good progress in the building of new boats, the modernisation of older boats and in new works at lifeboat stations.

HRH The Duke of Kent, President of the Institution, was at the afternoon meeting to present the awards for gallantry and outstanding service, and in his speech he summed up the warmth, the friendship and the spirit of shared endeavour which is to be found wherever lifeboat people are working together and which is so apparent when they meet at the Festival Hall. Speaking of the visits which he makes each year to a different part of the coast, the Duke said:

'I always find those occasions not only thoroughly rewarding and interesting in themselves, but in addition they are quite inspirational, quite simply because of the sense that everyone, crew member, voluntary helper or guild member, is working for a common cause. There is this wonderful feeling, and one feels it at all stations, all the way round the coast, that all lifeboat people are part of a family, and a very special one it is.'

* * *

The annual general meeting of the governors was held during the morning in the Queen Elizabeth Hall. Welcoming all those present the Duke of Atholl, Chairman of the Institution, told them what an encouragement it was to the Committee of Management and to the staff that such vast numbers of governors came to the AGM each year; he was delighted to see so many . . .

'I say that every year but it is, indeed, perfectly true.'

After the minutes of the previous meeting, held on May 11, 1982, had been agreed, the Duke reported with sorrow the deaths of two former long-

serving members of the Committee of Management, Captain Valentine Wyndham-Quin and Lord Camden, and a serving member, Commodore James Young. Captain Wyndham-Quin had been a member of the Committee for 44 years, serving as Deputy Chairman for four years and Chairman for four years, while Lord Camden had served for 53 years; Commodore Young had served for four years before his death.

Four new members were welcomed to the Committee of Management: Surgeon Rear Admiral Colley, Mr Gray, Captain Greevy and Rear Admiral McClune.

The Duke of Atholl then gave his report for 1982:

'The most important facts to present to you are, of course, those which concern our record of lifesaving: I am proud to tell you that in 1982 our lifeboats performed 3,304 services, which is the highest number in any one year since the Institution was founded, and that 1,281 people were rescued. Our lifeboats have never been so busy, dealing with anything from complex incidents in hurricane force winds to relatively simple rescues in calm conditions . . . I am sure I speak for everyone in this room when I express our admiration and gratitude to all lifeboatmen throughout the United Kingdom and Ireland.'

The Chairman assured the governors that it was the resolve of their Committee, as it has always been, to make sure that lifeboatmen were provided with the best tools to do their job, and he told them that significant advances had been made in this area. The 33ft Brede, for instance, had finished her operational trials and three lifeboats of this class were already on station, with four more being built. The Brede, said the Duke, with a top speed of 20 knots, a range of 140 miles and manned by a crew of four . . .

' . . . takes her place among the fast lifeboats in the RNLI's fleet between the Atlantic 21 and the 44ft Waveney. The modern lifeboat fleet is made up of a variety of boats of differing capabilities, suitable to meet different needs, and the Brede fits well into this pattern as a medium priced, medium range lifeboat.'

It was just 20 years ago that very month, the Duke continued, since the first 16ft D class inflatable lifeboat, the RNLI's smallest boat, had been placed on station:

'These splendid little boats, together with the Atlantic 21s, now carry out more than half the Institution's services giving a fast response to emergencies reasonably close to the shore. They are therefore

particularly suited to stations where holidaymakers are at risk.'

At the other end of the scale, the success of the larger fast afloat boats, the Waveney, Thames and Arun, had led the Institution to embark upon the development of the new 47ft fast slipway boat, already known as the Tyne:

'It surprises some people to learn that the RNLI, as a charity, has its own design teams, but our needs are unique and the knowledge and skill of our technical staff, with the help of outside advisers, have led to the development of excellent boats.'

The two Tyne prototypes had been on extensive trials, including slipway launches, and one had circumnavigated the British Isles:

'Many lifeboatmen have sailed in them and wherever they have gone these boats have won the admiration of the crews who have manned them.'

Four more Tynes were on order at a cost of £430,000 each. While, said the Duke, they were worth every penny, this order of almost two million pounds worth of lifeboat represented an act of faith in our fund raisers because not one of those four new Tynes had yet been funded . . .

'If any of you know of anyone who would like to give us £430,000, I can promise we will accept it with great gratitude . . .'

Looking further ahead, the Duke of Atholl spoke of the start which had been made towards fast lifeboats which could be carriage launched and which could eventually replace existing carriage boats. The requirements had been defined. Now consideration must be given to the best way to fulfil these requirements:

'There are a number of possibilities, but lifeboat development is a lengthy process and a new lifeboat of this type will not be available for some years.'

During the year trials with the RNLI Medina rigid inflatable had continued and, the Duke said, the Medina might turn out to be one of the boats which could fulfil the requirements of a fast carriage lifeboat. Her hull had proved exceptionally seaworthy and seakindly in all weathers, but the problems of her propulsion system had still not been fully resolved.

Technically, the RNLI was moving steadily ahead, the Duke continued. There was, however, nothing new in the Institution developing its own lifeboat designs; it had always sought to improve its lifeboats using the technology

of the day and it had never stood still in its quest for the best, either in overall design or in detail . . .

'The great value of one innovation of comparatively recent years, the emergency righting air bag, was proved dramatically last month when Salcombe's 47ft Watson lifeboat, after being capsized in winds gusting up to hurricane force, righted successfully and returned safely to harbour under her own power with no injuries to her crew. That righting system was devised by RNLI technical staff, with help from the British Hovercraft Corporation, and is unique to lifeboats.'

The provision of more sophisticated boats and equipment called for increased crew training. During 1982, following the generous gift of a radar simulator, a new mobile training unit had been fitted out for radar courses, and this was just one of the training facilities now being provided.

'There is no doubt that with the help of such aids as radar and the direction finding equipment which we are now fitting to those boats for which it is suited, lifeboatmen can locate survivors much more quickly than is possible by more traditional search methods.'

The Duke of Atholl then spoke of the way in which the Institution disseminates and receives information through the International Lifeboat Conference and of the fourteenth conference to be held in Sweden in June. At this meeting the RNLI would be showing Brede and Tyne class lifeboats and, in its turn, would have the chance to study new boats from other countries.

Before leaving operational and technical matters, the Duke referred to the inquiry into the loss in December 1981 of the Penlee lifeboat:

'I am sure you will know that the Wreck Commissioner is currently considering the evidence which he gathered in Penzance during recent weeks and as his findings will be reported in Penzance tomorrow, it would be improper for me to comment in detail this morning. However, I can assure you that the Committee of Management has thought most carefully about the inquiry and its implications. The earnest desire to establish the facts surrounding the loss of the lifeboat and her crew and to consider recommendations to try to avoid such tragedies in the future must be shared by all concerned. It is also well to remember the unity of purpose which does, and which must, exist between all arms of the

search and rescue network. The RNLI and its colleagues in the Royal Navy, Royal Air Force and Her Majesty's Coastguard together form one of the world's finest maritime rescue services; it is a service based on mutual co-operation and mutual confidence, and we must ensure that there is a good understanding of each other's rôles and capabilities so that, working together, we can best meet the needs of seafarers in distress.'

Speaking of the difficulties, later resolved, which had arisen over the fund set up by the local district council after the Penlee disaster, the Duke reported that the RNLI had incorporated into its revised disaster procedures guidelines issued by the Attorney General. These guidelines should obviate misunderstandings in the future, although it was the earnest hope that there would never again be the need for such a fund.

'We were very grateful during the difficult weeks after the Penlee disaster for the support shown to the families by our President and his wife, the Duke and Duchess of Kent. They work extremely hard for the RNLI and I am delighted that the President will be addressing the meeting this afternoon. His family has been associated with lifeboats for many years and both his father and then his mother served as our President. In September last year, the Duke followed in his father's footsteps of 50 years ago when he went to Aldeburgh to name that station's new lifeboat. Indeed, the Institution counts itself most fortunate in the support it receives from all members of the Royal Family. Late last autumn, the Prince and Princess of Wales visited two lifeboat stations in Wales and at Barmouth they brought sunshine to a grey November afternoon when the Princess, performing her first official engagement for the RNLI, named the station's lifeboat Princess of Wales.'

Turning to the annual accounts for 1982, the Chairman said that it was extremely gratifying to be able to report a surplus of income over expenditure of more than £550,000.

'This is a splendid result and I hope you will not feel I am detracting from everybody's efforts if I place it in the context of lifeboat costs: it represents one and a quarter new Tyne class boats and, as I said earlier, we have four on order.'

However, because of the surplus achieved, the Institution's reserves, which are the solid working base for the

future, had increased from the equivalent of 14 weeks expenditure at the end of 1981 to the equivalent of 19 weeks at the end of 1982. Capital expenditure rose from £3.4m in 1981, to £4.3m in 1982, representing considerable progress in the building of new boats, in the modernisation of older boats and in new works at lifeboat stations. The Duke pointed out, however, that it must not be forgotten that an almost equivalent amount has to be spent each year on the maintenance of existing shoreworks and the survey and overhaul of the Institution's existing fleet—and also that, as the fleet advances technically, so maintenance costs are bound to increase. On the other side of the picture, a small but significant change to note was the decrease in the percentage spent on fund raising, publicity and administration, from 22.8 per cent of expenditure in 1981 to 21.9 per cent of expenditure in 1982.

The income of £15.7m, said the Duke, reflected the untiring efforts of the branches and guilds who directly raised £4.2m and who also contributed to the increased totals for Trading, Shoreline and legacies. A marked increase in turnover on trading items led to a profit of over half a million pounds, the first time this figure had been passed. Legacy income had also shown a good increase and the number of legacies received was growing:

'I believe that this is a reflection of the general goodwill felt towards the Institution and, I hope, an indication that this goodwill is spreading. Everybody here, and indeed all our crew members, station officials and fund raisers, help to promote the RNLI in their different ways.'

'Our target for 1983 is £17m and, although it will require tremendous efforts from all of us, I am sure we can rely on the generosity of the public to help us in our work . . .'

'I should like to conclude by expressing my thanks to you all for your continuing interest and support. The lifeboat service goes on, day and night, year after year, only because it receives the constant backing of thousands of people. We can look forward with confidence to achieving our 1983 target of raising £17m, for all parts of the lifeboat service are in good heart.'

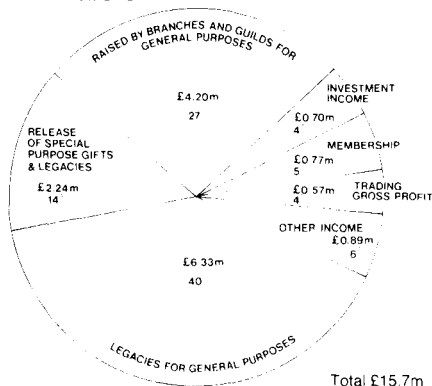
There being no questions, the report and accounts for 1982 were agreed.

Elections followed of the President, HRH The Duke of Kent; the Vice-Presidents; the Treasurer, the Duke of Northumberland, and the Deputy Treasurer, Mr David Acland; and members and ex-officio members of the Committee of Management. The names of all those nominated were read out and their election was agreed unanimously by a show of hands. Price Waterhouse and Company were then appointed auditors for the coming year.

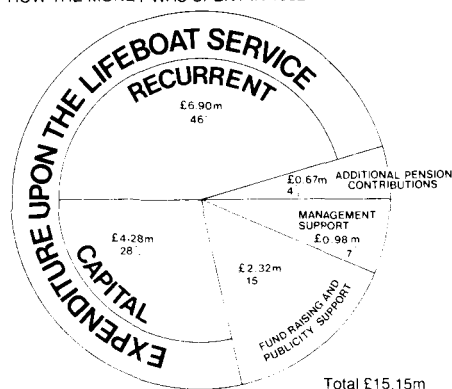
When it came to the time for any other business, Mr Philip G. Clarke, a member of the Committee of Management, pointing out that in the annual report there were seven paragraphs expressing the Institution's thanks, said:

A visual summary of the accounts for 1982.

HOW THE MONEY WAS RAISED IN 1982



HOW THE MONEY WAS SPENT IN 1982



'It would, I believe be the general wish this morning that we should seize what is really our only chance of expressing our thanks to the Duke of Atholl. (applause) It is our wish, Your Grace, to thank you not only for the conduct of this meeting but also for what you are doing for the Institution in a score of different ways . . . your visits give enormous pleasure wherever you go. In addition to what are listed as ceremonial or Royal occasions, we know that you visit lifeboat stations, giving support and encouragement to the crews on whom we depend and generating more and more enthusiasm in the guilds and branches. We are enormously grateful. We marvel at the time you spend . . .'

Mr Clarke voiced what he felt sure was the general wish, that the Duke of Atholl should remain as Chairman for as long as possible. When the applause at the end of Mr Clarke's speech had died down, the Duke rose to thank him, telling him that his kind words were greatly appreciated. The Duke then expressed his gratitude for all that is done by the Deputy Chairmen of the Institution and the Chairmen of the standing committees and also for the excellent back up given by the staff to the Committee of Management.

'I do appreciate all you have said and I can assure you I will do my utmost to continue as your Chairman, at any rate for 1983 and until this meeting next year . . .'

'Ladies and gentlemen, I think that concludes our meeting. Thank you once again for coming.'

The meeting ending, a number of governors remained in their seats to watch the showing of a lifeboat film.

* * *

Next came a break for lunch, giving an opportunity for friends to meet and time for a look at the RNLI displays in the foyer or a call at one of the stands. By early afternoon, to cheerful music played by the Royal Artillery Band, the growing numbers of lifeboat supporters began to move into the main auditorium of the Royal Festival Hall ready for the presentations of awards meeting. By three o'clock, when HRH The Duke of Kent was escorted to the platform by the Duke of Atholl, the hall was filled almost to capacity.

Everyone present was welcomed by the Chairman, the Duke of Atholl:

'It is indeed a great pleasure once again to see such a splendid attendance . . . I should like to start with the message that I gave to the governors of the Institution this morning: all parts of the lifeboat service are in good heart and we can look forward to the future with confidence, thanks to the achievements of last year . . .'

'Later you will hear of some outstanding rescues for which medals for gallantry will be presented and the accounts of these rescues demonstrate vividly that our lifeboat crews, although volunteers, are thoroughly professional in the way that they approach their task. It is not enough just to be prepared to face storm and the awesome majesty of the sea; great skill is needed to handle the lifeboats and great experience is needed to read the seas and to know how to go about the job in hand.'

Every situation lifeboatmen face is different and last year they handled over 3,300 different situations; on average almost ten every day. Some relatively simple, others dangerous, complicated and lengthy, but the result of these missions was to bring the total number of people rescued by the RNLI since its foundation in 1824 to very nearly 109,000.'

The Duke of Atholl spoke of the RNLI's fast afloat lifeboats and of the continual review and testing of new equipment which may help lifeboatmen in their work. He mentioned in particular the VHF direction finding equipment which, after extensive trials, is now being fitted in some classes of lifeboat. He continued,

'Advanced electronic equipment has put into the lifeboatman's hands the means of finding more quickly people in trouble whose exact position is not known. Improved shelter for the crews, as well as the shorter time spent searching, reduces fatigue. All these factors greatly improve the chances of a successful rescue in the difficult circumstances in which lifeboatmen are accustomed to work. It must never be forgotten, however, that these very factors make new demands upon our crews; when the winds and seas are at their worst the lifeboatmen of today need all the stamina and courage associated with their forebears.'

The RNLI's policy of trying to provide for every contingency, however unlikely it may seem, had been truly vindicated only in the previous month:

'Salcombe's 47ft Watson lifeboat was called out in gales gusting to force 11 and met two huge waves, the second of which capsized the boat. She was fitted with the emergency righting gear developed some years ago by RNLI technicians, she righted herself successfully, picked up a man who had been washed overboard by the first wave and returned to harbour under her own power. Her crew were uninjured, if a little wet, and there was only very minor damage to their lifeboat. In such seas any vessel is in potential peril but it is the RNLI's continual concern to make sure that its lifeboats will come through any dangers they may meet.'

Speaking of lifeboats to new designs, the Duke of Atholl told the assembled company with what enthusiasm the first three 33ft Brede lifeboats had been received at those stations in Argyll, Ayrshire and Cornwall where they had been introduced. He also spoke of the extensive trials which the first two prototype 47ft Tyne fast slipway lifeboats are undergoing—and of their cost: £430,000 each . . .

'It is gratifying, therefore, to be able to report a financial surplus for 1982 of more than half a million pounds. Congratulations are due to our fund raisers and heartfelt thanks to those of our friends, whether individuals or groups, who have helped us with substantial gifts.'

The RNLI's need, however, is greater each year, the Duke explained, both in real terms and in pounds and the Institution was budgeting for an expenditure in 1983 of £17m.

'The 1982 figures give some excellent



HRH The Duke of Kent, President of the Institution, presents to Mrs V. M. Johnson, honorary secretary of Bognor Regis branch, her honorary life governorship vellum.

pointers as to where this money can be found. Branches and guilds once again excelled themselves, beating all previous records and raising £4.2m. Trading and Shoreline figures were up, again largely due to branch and guild efforts.'

Shoreline, said the Duke was well on the way to 100,000 members . . .

' . . . in fact, if everyone who received an RNLI Christmas card enrolled, we should do very well indeed; last year sales of cards increased by half a million to a staggering total of 3½ million.'

Legacies, too, the Duke reported, continued the upward trend and brought in nearly £8 million for general and restricted purposes in 1982. It was very difficult to pinpoint what influenced individuals to remember the RNLI in their wills, but . . .

' . . . the following true story may give encouragement to those of you who have spent a wet and windy day grappling with a tray of flags and a collecting box. One such collector was on the streets of a coastal town on a particularly inclement day and because of the weather was selling very few flags. Nonetheless, the collector persevered and at the end of the day went home probably disappointed at the relatively small sum raised. What that collector never knew was that she had been watched by somebody in a nearby house who was so impressed by this show of dedication to the RNLI that they revised their will to include a large legacy to the Institution. So the work of any one of us connected with the lifeboat service could lead to a legacy about which we might never know.'

Collecting money takes a great deal of effort and so that money must be spent carefully and conscientiously. The Duke assured lifeboat supporters that the Committee of Management and the staff were always striving to keep costs down. It was not possible, however, to avoid some expenditure on fund raising and publicity would always be needed in some form. The Duke then quoted as an excellent example of publicity linked with fund raising the television appeal delivered by the Chairman of the Public Relations Committee on May 8; by the time of the annual meetings a substantial amount of money had already been received as a result of this appeal.

The Duke of Atholl concluded:

'Fund raising is a vital part of our Institution, providing the means for our

voluntary lifeboatmen to use their skills in their humanitarian task. Each section of the RNLI relies on the others—we are an independent body with interdependent members—and at the head of our organisation is our President, HRH The Duke of Kent . . . Our President has involved himself personally in all aspects of lifeboat work and it is therefore a particular pleasure to welcome him to our annual presentation of awards. May I now ask you, Sir, to move the resolution.'

His Royal Highness The Duke of Kent then rose to speak.

'Thank you, Chairman, for your kind remarks. As I listened with great interest to the report that the Chairman has just given, I was reminded once again of just what a remarkable organisation our Institution is. I suppose if there is one overriding impression which strikes me during my, fortunately, quite frequent contacts with the RNLI, it is of vitality and enthusiasm; that here is a living organism, resting on great experience certainly, but acutely alive to the needs of the present day, and seeking always to find better ways of doing more in the future.

'This extraordinary vitality shows itself in so many ways, and it runs through every part of our lifeboat service. It is exemplified by the constant efforts to improve our equipment whether this means putting the latest in thinking in boat design in new types of lifeboats to meet specific conditions such as those you have just heard described by the Chairman, or in harnessing the great advances in modern technology to give us better communication and navigational aids, or in seeking better protective clothing and equipment for our crewmen. This technical programme can never stand still, for the demands of the service are steadily increasing and because our superb lifeboatmen, who are our most precious resource, deserve no less.

'Nowhere is the great spirit of our service more alive than among our lifeboat crewmen, whose cheerful dedication to the cause of saving life, even at the ultimate cost to themselves, deserves praise. Nor should one ever forget the wives and families of the crewmen, whose own rôle, even though out of the limelight, is in its way, just as important.

'The record of our lifeboatmen's service in 1982 is proof enough of their constant readiness and vigilance, and in a few moments I shall be presenting medals to those among them who, in the past year, have performed services of outstanding gallantry. It is, incidentally, interesting to see that several of the medals being presented are for rescues achieved in D class and Atlantic 21 inflatable lifeboats. In the 20 years that the RNLI has been using these smaller lifeboats they have proved themselves quite invaluable and have between them performed more than 26,000 services, in the course of which more than 11,000 people have been rescued.

'None of these vital and successful operations, however, would be possible without the unlimited resourcefulness and hard work of our fund raisers. Although each year the size of the budget needed to run the service grows inexorably, the great band of willing and devoted helpers, all through the country, never fails to rise to the challenge, and by events of great ingenuity and unlimited persistence they

gather in the pennies and the pounds which, added together, produce the considerable number of millions now required to keep our service going. Our debt to all those branches and guilds, as they labour away to meet and often exceed their financial targets is quite incalculable.

'Sustaining and supervising the running of our Institution is our excellent professional staff, ably led by Rear Admiral Graham. I want to make special mention of them because the RNLI relies very heavily on their administrative and technical skills, as well as on their high standards of professionalism.

'Each year since I became President, it has been my very good fortune to visit a number of lifeboat stations, and indeed only three weeks ago I spent a very enjoyable day meeting lifeboat people in Cumbria and Lancashire. I always find those occasions not only thoroughly rewarding and interesting in themselves, but in addition they are quite inspirational, quite simply because of the sense that everyone, crew member, voluntary helper or guild member, is working for a common cause. There is this wonderful feeling, and one feels it at all stations, all the way round the coast, that all lifeboat people are part of a family, and a very special one it is.

'Today is the great occasion in the year when we, and the public also, are able to pay tribute to all the individuals who make up the RNLI, and in particular to make awards for conspicuous bravery to our lifeboatmen, and for long service and outstanding service to our voluntary helpers. When I make the awards in a few minutes I hope you will listen carefully to the citations because these spell out, often in a very understated way, some quite astonishing achievements both in saving life and in helping to provide funds for this great cause.

'The spirit I referred to earlier of vitality and enthusiasm has fired this Institution since its earliest days, and from what I know and see of the Royal National Lifeboat Institution I have not the least doubt it is abroad among us still. It therefore gives me great pride and pleasure, as President, to move the resolution that this meeting, fully recognising the important services of the Royal National Lifeboat Institution in its national work of lifesaving, desires to record its hearty appreciation of the gallantry of the coxswains and crews of the Institution's lifeboats, and its deep obligation to the local committees, honorary secretaries and honorary treasurers of all station branches; to all other voluntary committees and supporters and to the honorary officers and thousands of voluntary members of the financial branches and the ladies' lifeboat guilds in the work of raising funds to maintain the service.'

The Duke of Kent then presented the awards for gallantry:

Helmsman Eric Ward, St Ives: bronze medal

On the afternoon of April 8, 1982, St Ives D class inflatable lifeboat rescued the four crew of a sailing dinghy in a strong northerly breeze and rough, breaking seas. The dinghy had capsized in the surf on Hayle Bar and her crew were clinging to her. While approaching the casualty the lifeboat was taking on

more water than her selfbailers could clear and when, within a minute of arrival, she had taken all four dinghy sailors on board, the water in the lifeboat was level with the top of her sponsons. As she tried to clear the casualty, the lifeboat's propeller was fouled by a halyard from the dinghy. One crew member jumped overboard to hold the boat's bow head to sea and the other tried to keep her head up with an oar while the helmsman worked to clear the propeller; eventually the rope was cut and freed.

Helmsman Robert Fossett, Southend-on-Sea: bronze medal

On the afternoon of May 2, 1982, the relief Atlantic 21 rigid inflatable lifeboat on duty at Southend-on-Sea rescued the crew of two of MFV *Mary* which had broken down due west of Maplin Edge Buoy in a westerly gale and heavy confused seas. Wind was against tide. On her approach to the fishing vessel, the Atlantic 21 was several times broached by the seas and laid over on her starboard sponson. Nevertheless, the lifeboat crew managed to snatch the two fishermen from *Mary* at the first attempt. The return passage was head to sea in heavy breaking waves and, as the lifeboat was pitching severely, the engines were throttled back until there was just enough speed to give steerage way. Meanwhile, Sheerness 44ft Waveney lifeboat had launched to stand by and, with the weather deteriorating, it was decided to transfer the fishermen to her. When the two lifeboats rendezvoused the Atlantic was twice driven alongside the Waveney, one man being successfully transferred on each run in. The Waveney then escorted the Atlantic back to Southend.

Helmsman Eric Ward, St Ives: bar to his bronze medal

On the morning of July 15, 1982, St Ives D class inflatable lifeboat searched in a gentle breeze but through heavy breaking surf for the singlehanded skipper of the yacht *Ladybird*, aground off Whicker Point. The yacht was found to have no one on board but it was thought that someone might be in her liferaft, close inshore nearby. To reach the yacht and liferaft the helmsman anchored the lifeboat and veered her down into very broken water and among dangerous rocks. Three times during this operation the lifeboat was lifted on to a rock and on the second occasion the helmsman was almost washed over the port sponson, the boat nearly overturning. On the third occasion the propeller was damaged so that it had to be changed. When a naval helicopter had established that the liferaft was unoccupied and when St Ives 37ft Oakley lifeboat had arrived to continue the search for the missing man, the D class inflatable returned to station to fit a spare outboard engine. She then returned to the search, but despite all efforts no one was found.



The medallists (l to r): Front row: Helmsman Keith Willacy, Morecambe; Helmsman Eric Ward, St Ives; Helmsman Alan Forrester, Flint; and Coxswain Michael Berry, St Helier. Second row: Coxswain Charles Hatcher, Blyth; Coxswain/Mechanic Hewitt Clark, Lerwick; Helmsman Edward Brown, New Brighton; and Helmsman Robert Fossett, South-end-on-Sea. Back row: Petty Officer Coxswain Kenneth Lee, Seaman Barry Warner, Second Officer Michael Wright and Seaman Thomas Wakelin, Trinity House Harwich.

Helmsman Edward Brown, New Brighton: bronze medal

On the afternoon of August 29, 1982, New Brighton's Atlantic 21 rigid inflatable lifeboat rescued the crew of two and saved the yacht *Ocea* in a strong south-south-westerly breeze gusting to gale force and very rough seas. When first seen to be in difficulties, the yacht was just north of Great Burbo Bank, but by the time the Atlantic 21 reached her she had crossed the main channel and was heading towards very rough water on the shallows of Taylors Bank. She was seen to broach in a large sea and gybe violently. The Atlantic 21 had to make two approaches before a crew member could jump on to *Ocea* to secure a towline. The yacht was not answering her helm so she was taken in tow by the Atlantic through the very rough seas to the mouth of the River Ribble where the tow was transferred to the relief 46ft 9in Watson lifeboat on temporary duty at Lytham-St Anne's. With considerable difficulty, the Atlantic transferred the two yachtsmen from *Ocea* to the Watson lifeboat and took off her own crew member before she herself returned to station escorted by Holylake's 37ft 6in Rother lifeboat.

Coxswain/Mechanic Hewitt Clark, Lerwick: bronze medal

In the early hours of September 21, 1982, Lerwick's 52ft Arun *Soldian* rescued the crew of three of the yacht *Hermes of Lune* and saved the yacht which was dragging her anchor in a south-westerly storm gusting to hurricane force, rough seas and torrential rain. On reaching Northeast Mouth, Outer Skerries, *Soldian* found that the yacht was dragging towards rocks. Her owner/skipper asked that the lifeboat take off his two crew. Despite the rough weather and very restricted visibility in the heavy rain, *Soldian* was brought alongside and the two men were taken off. The lifeboat then stood by for the remainder of the night. With returning daylight the storm had eased to strong gale and the yacht's skipper asked the coxswain to run a line ashore from *Hermes of Lune* to hold her off dangerous rocks. This was accomplished using the lifeboat's inflatable dinghy manned

by two crew members. The dinghy was put in the water where she would only have to travel down wind and sea to reach the yacht before taking the line ashore; the lifeboat was meanwhile taken down wind again ready to recover the dinghy and her crew. When the wind had eased to near gale, so that the yacht was no longer in danger, one of her crew was put back on board and the other taken to Lerwick in the lifeboat.

Coxswain Charles Hatcher, Blyth: bronze medal

As Blyth's 44ft Waveney lifeboat *William and Jane* was about to sail for a rough weather exercise at 1825 on the evening of December 7, 1982, she was told that the fishing vessel *Castle Cove* was taking water 5 miles north north east of the Tyne. It was a dark, overcast evening with sleet showers. A southeasterly near gale was blowing, the sea was rough and there was a heavy swell. Shortly after the lifeboat came up with *Castle Cove*, the fishing vessel's engines stopped. In deteriorating weather she was taken in tow to Tyne River but, just as permission was requested to enter, the casualty reported that she was sinking. The tow was slipped, the lifeboat circled round and came alongside the fishing boat's keel to rescue the fishermen (full report, page 225).

Coxswain Michael Berry, St Helier: bronze medal

At 1333 on the afternoon of December 14, 1982 the Norwegian yacht *Festina-Lente* reported that her engine and steering gear had failed; she was a mile south of St Helier. A fresh to strong breeze was blowing from west south west and the sea was moderate to rough. The lifeboat set out at full speed and soon sighted the casualty which had been swept into a bottle neck among rocks. Another yacht had tried to follow her in to pass a towline, but she had nearly been swept on to the rocks herself. Six fishing vessels were standing by but were unable to help. The coxswain, realising there was no hope of towing the yacht clear, without hesitation drove the lifeboat into the heavily broken water, the two survivors leaped aboard and the lifeboat was driven out

of the gully and back into open water stern first (full report, page 222).

**Kenneth Lee, Harwich: bronze medal
Barry Warner, Harwich: bronze medal
Michael Wright, Harwich: bronze medal**

Thomas Wakelin, Harwich: bronze medal

At 2251 on the night of December 19, 1982, the ferry *European Gateway* reported that she had been in collision with another ferry, *Speedlink Vanguard*, off Felixstowe; she had a heavy and increasing list. All available craft were alerted. A near gale gusting to gale force 8 was blowing from the south west and the seas were short and steep. The Trinity House pilot vessel *Valour* managed to take off 28 people by driving her stern against one of the ferry's lifeboats, which acted as a bridge between the ship and the pilot boat, and then recovered three men from the sea. Meanwhile another Trinity House pilot boat, *Patrol*, had arrived and a search was made among the floating debris for further survivors. Two men fell from *European Gateway* as she gave her final lurch and were picked up from the sea by *Patrol*. More people were taken off as *Patrol* pinned her bows between the rails and superstructure of *European Gateway*. In all *Valour* rescued 31 people and *Patrol* 17. Eighteen survivors were picked up by five tugs out of Harwich and Felixstowe (full report, page 223).

Helmsman R. Alan Forrester, Flint: bronze medal

On the evening of February 26, 1983, a cabin cruiser was reported to be in difficulty one mile south east of Mostyn Dock, in the estuary of the River Dee. Flint's D class inflatable lifeboat was taken to Mostyn by road and launched into the dock. It was cold and dark with a fresh to strong breeze blowing from north west and, as the lifeboat left the dock entrance she had to cross heavy, breaking and confused seas six to seven feet high. The cruiser was aground with an anchor out. The helmsman brought the lifeboat alongside and, as one of the cruiser's two crew had collapsed, the two lifeboat crew boarded the boat to carry the man off; with the two boats rising and falling awkwardly and waves breaking over them, it took ten minutes to take off the two survivors. The return passage was then made through the rough seas to Mostyn where the men were landed (full report, page 225).

Helmsman Keith Willacy, Morecambe: silver medal

On the afternoon of October 17, 1982, Morecambe's D class inflatable lifeboat was launched to help a board sailor in difficulties in Half Moon Bay, off Heysham. A strong breeze rising to near gale was blowing from south by east and the sea was rough and confused with eight to nine feet waves. With waves breaking right over and filling the

boat, the helmsman steered through a narrow channel towards the open bay and then started to search, keeping head to sea as much as possible. The board sailor was sighted 40 feet up on an old oil pier concrete dolphin, a quarter of a mile out to sea. The helmsman took the lifeboat close in-shore to find enough shelter to turn the lifeboat and he then approached the dolphin crabwise, balancing the engine throttle against the force of the waves and keeping head to sea. On reaching the dolphin it was found that the sail-board, made fast to the access ladder, was obstructing the way down or up; the man was instructed to jump and was then picked up from the sea (*full report*, page 222).

Since the last annual presentation of awards meeting the Committee of Management has awarded one honorary life governorship, two bars to the gold badge and 27 gold badges to voluntary workers for long and distinguished service. All but four of the recipients, Mrs Morris, Mrs Braid, Miss Black and Mr Jackson, were present to receive their awards from the Duke of Kent.

Honorary Life Governor

Mrs V. M. Johnson

A committee member of Bognor Regis branch from 1941 to 1950, assistant honorary secretary from 1950 to 1968 and honorary secretary since 1968; awarded silver badge 1963 and gold badge 1972. Mrs Johnson is a member of the RNLI Trading Selection Committee.

Bar to Gold Badge

Miss G. L. McCarter

Honorary secretary of Lurgan branch since 1948; awarded silver badge 1959 and gold badge 1971.

Mrs N. U. Cavell

Honorary secretary of Goodwin Sands and Downs ladies' guild from 1952 to 1972 and a committee member since 1972; awarded silver badge 1963 and gold badge 1973.

Gold Badge

Mr N. U. Cavell

Honorary secretary of Walmer station branch since 1958; awarded binoculars 1969 and Public Relations award 1976.

Mrs D. Eldridge

Honorary treasurer of Portsmouth and Southsea ladies' guild from 1953 to 1971, vice-chairman and assistant honorary treasurer from 1972 to 1980, box secretary since 1975 and president since 1980; awarded silver badge 1966.

Mrs G. A. MacDonald

Honorary secretary of Emsworth branch

from 1945 to 1974 and chairman since 1974; awarded silver badge 1965.

Mrs M. J. Hobbs

Committee member of Horsham branch since 1958, flag day organiser from 1959 to 1961, honorary secretary from 1961 to 1963, chairman from 1963 to 1970, honorary secretary and chairman from 1970 to 1973 and flag day organiser since 1973; awarded silver badge 1975.

Miss T. Woodbridge

Honorary secretary of Hove branch since 1956; awarded silver badge 1967.

Captain C. C. Lowry, RN

Honorary secretary of Appledore station branch from 1968 to 1970 and chairman since 1970; awarded silver badge 1974.

Mrs M. Morris

Committee member of Clovelly ladies' guild since 1936 and honorary secretary since 1953; awarded silver badge 1968 and framed letter of thanks 1974.

Mrs P. Sanderson

Founder honorary secretary of Epping branch from 1960 to 1979 and chairman since 1979; awarded silver badge 1970.

Mrs B. Sanders

Honorary secretary of Walsall and District branch from 1956 to 1965. Founder chairman of Walsall ladies' guild from 1965 to 1967, chairman from 1970 to 1971 and from 1976 to 1978 and a committee member since 1978; awarded silver badge 1966.

Mrs J. Hodgson

Honorary secretary of Blackburn ladies' guild from 1957 to 1968. Committee member of Clitheroe ladies' guild from 1968 to 1970, honorary secretary from 1970 to 1976 and chairman since 1976; awarded silver badge 1968.

Mrs R. B. Kelley, JP

Honorary secretary of Leyland branch since 1946 and honorary treasurer since 1961; awarded silver badge 1957.

Mrs J. I. M. Butterworth

Honorary treasurer of Harrogate ladies' guild since 1954 and chairman from 1971 to 1974; awarded silver badge 1966.

Mrs R. M. Balean

Honorary secretary of Market Rasen ladies' guild since 1946. Founder president of Caistor ladies' guild since 1980; awarded silver badge 1956.

Mrs D. A. C. Willdigg

Chairman of Coventry ladies' guild from 1963 to 1972 and president since 1972; awarded silver badge 1973.

Mrs A. H. Reidford

Committee member of Hawarden branch since 1932, honorary secretary from 1937 to 1939, honorary treasurer

from 1951 to 1974 and president from 1980; awarded silver badge 1966.

Mr D. G. Mottram

Committee member of Rhyl station branch since 1959 and vice-president since 1970. Committee member of Rhyl guild since 1959, vice-president from 1961 to 1967 and chairman from 1967 to 1969; awarded statuette 1968.

Mrs I. Griffiths

Founder vice-president of St David's ladies' guild from 1957 to 1980 and president since 1980; awarded silver badge 1965.

Mrs A. M. Braid

President of Arbroath ladies' guild from 1964 to 1982; awarded silver badge 1975.

Miss E. M. Black

Committee member of Isle of Arran ladies' guild since 1949 and honorary secretary since 1961; awarded silver badge 1971.

Mrs W. Milne

Honorary treasurer of Kirriemuir ladies' guild 1953 to 1980. Honorary treasurer of Kirriemuir branch since 1980; awarded silver badge 1974.

Mrs M. R. FitzMaurice

Honorary secretary of Crosshaven branch since 1961; awarded silver badge 1972.

Mrs B. S. Clark

Committee member of Bray branch since 1968 and chairman since 1974.

Mr D. W. Ronan

Committee member of Southend station branch since 1946; awarded statuette 1967.

Dr J. E. de Courcy Ireland, PhD LL.D

Honorary secretary of Dun Laoghaire station branch since 1957; awarded binoculars 1968.

Mr J. N. Wilkinson, BSC

Honorary secretary of Howth station branch since 1958; awarded binoculars 1969.

Mr G. G. Jackson, OBE

Vice-chairman of Mallaig station branch from 1966 to 1981 and chairman since 1982.

Captain J. Allan

Honorary secretary of Stromness station branch since 1962; awarded barometer 1973.

A vote of hearty thanks to HRH The Duke of Kent was moved by Mrs Georgina Keen, a member of the Committee of Management before, the presentation of awards meeting being over, everyone adjourned to the foyer of the Royal Festival Hall for tea.

AMONG THE AWARDS announced in the Birthday Honours list were:

Knight Bachelor: Charles Keith Frosard, Bailiff of Guernsey. Sir Charles is a vice-president of Guernsey branch.

KCVO: John Michael Moore, CB DSC. Sir John is deputy chairman, Civil Service and Post Office Lifeboat Fund.

OBE: Thomas Edward Hall, member Bradford City Council. Councillor Hall is president of Bradford branch.

BEM: Mrs Josephine Morea Allam, for services to the RNLI in Weston-super-Mare. Mrs Allam has devoted her life to the lifeboat service for the past 32 years; she was awarded the silver badge in 1974 and the gold badge in 1980.

* * *

Berwick ladies' guild, formed at a meeting called on May 10, 1923, by Lady Francis Osborne, held its diamond jubilee celebration on April 23 this year . . .

* * *

And at the other end of the time scale, the Blue Bird Gang (Katherine Bell, aged 12½, Amanda, 9, Katherine's brother Edward, 10, and Paul, 6¾) recently sent to the RNLI City of London office £10 which they had raised with their own summer fayre.

* * *

So much has Miss Janet Bill done for Birmingham branch that on her retirement from the committee, due to ill health, the branch has done her the honour of electing her as its patron. Miss Bill had been a member of the committee for 37 years and, among her many other services, had acted as PRO for the branch in past years; she was awarded a statuette in 1970.

* * *

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

October 1982

Mrs M. Kershaw, honorary secretary of Litherland branch since 1970; she was awarded the silver badge in 1980.

January 1983

Mrs M. Ashcroft-Dick, chairman of Aiburth branch from its foundation in

Lifeboat People

1965; she had been a collector since 1955 and was awarded the silver badge in 1974.

March 1983

Mrs Evelyn Caruth, president of Flamborough lifeboat luncheon club for the last three years of her life; she had been a founder member of the club in 1968 and chairman from that time until becoming president. Mrs Caruth also served as chairman of Flamborough ladies' guild from 1967 to 1969.

Cecil Percy Cavell, motor mechanic of Walmer lifeboat from 1933 to 1962; he was awarded the bronze medal in 1948 and bar to his bronze medal in 1952.

Mrs N. H. Schofield, honorary secretary of Stockport South West branch since its foundation in 1963; she was awarded the silver badge in 1975.

April 1983

'Robbie' Brooks, chairman of Moss-

Barmouth: At the naming of RNLI Princess of Wales last November a fine painting of the lifeboat was presented to HRH The Princess of Wales by the lifeboat crew. It was by crew member and art teacher Tony Jeffs, seen here (r) with his father, Coxswain Ken Jeffs, and the picture before its presentation to Her Royal Highness.

photograph by courtesy of
Derek Taylor

(Left, below) To commemorate a favourite customer, Albert Howes, the Talbot Hotel at Ripley, Surrey, has raised £3,000 to buy a radar for a lifeboat. The target was finally reached on Easter Saturday when a publicity D class lifeboat was entered for a pram race from Cobham to Ripley.

photograph by courtesy of
Surrey Advertiser

ley branch since it was re-formed in 1967; he was awarded the silver badge in 1981.

Dr John Leiper, honorary medical adviser of Aberdeen lifeboat station from 1948 to 1979. Dr Leiper was awarded a special certificate on vellum in 1966 and the gold badge in 1976.

Mrs Doris Sye, honorary secretary of Sale branch from 1960 to 1969 and an active committee member until her death; she was awarded the silver badge in 1970.

May 1983

Henry Charles Brown, coxswain of Walmer lifeboat from 1966 to 1973 after serving as second coxswain from 1962 to 1966; he first joined the crew in 1945. Henry Brown was accorded the thanks of the Institution inscribed on vellum in 1972.

Bill Rawles, chairman of Southampton lifeboat board since 1981. Mr Rawles had been a founder member of Shoreline Club No 1, Portsmouth, in 1978; he had also been responsible for the inauguration of Shoreline Club No 2, Southampton, serving as founder chairman from 1980 to 1981.



Islay: It was reported in the spring journal that HRH Prince Henrik, Prince Consort of Denmark, had visited Barra Island and Islay lifeboat stations in January to present plaques to the crews in recognition of the efforts to rescue the crew of the Danish ship Lone Dania on November 18, 1979; in huge seas and hurricane force winds, both lifeboats were capsized but righted successfully and returned safely to station. Here is a photograph of Prince Henrik at Islay presenting the plaque to Coxswain Donald Boardman. With them are (l to r) Crew Members Gordon Covell and Donald McPhee, Assistant Mechanic Norman Campbell, Emergency Mechanic Iain Spears, Crew Member Neil MacEachearn, Motor Mechanic Archie Campbell and Alastair Campbell who was coxswain at the time of the service.



Shoreline Section

RNLB SHORELINE, the 37ft 6in Rother lifeboat which was originally funded by our Shoreline appeal, moved station last year from Blyth, in Northumberland, to Arbroath where, on Saturday April 16, a service of re-dedication was held. It may have been a cold, blustery day but nevertheless by early afternoon 350 invited guests awaited the arrival of the guest of honour, Sir Alec Rose, to the site at the harbour where the ceremony was to be held. At the appointed time a guard of honour drawn from the local Sea Cadets sprang to attention, a bugle fanfare sounded a welcome and Major-General R. J. Ephraums, chairman of Arbroath branch, opened the proceedings.

Following her four years' initial service at Blyth, *Shoreline* was now delivered to Sir Charles McGrigor, convenor of the Scottish Lifeboat Council and a member of the Committee of Management, by Sir Alec Rose who, as you will all remember, is Shoreline member No. 1. A yachtsman who has circumnavigated the world singlehanded, Sir Alec ended his speech by wishing RNLB *Shoreline* happy sailing. Lt David Hill, station honorary secretary, then accepted charge of the lifeboat on behalf of the branch for her continuing service at Arbroath.

To music from Arbroath Instrumental Band with hymn singing led by Arbroath Male Voice Choir, the service of re-dedication was led by the Reverend T. Gemmell Campbell, Minister of the Old Parish Church who had also taken part in the naming ceremony of Arbroath's previous lifeboat, *The Duke of Montrose*, exactly 25 years before; he was supported by the Reverend P. Foylan and the Reverend W. F. Ward, who is an active member of the station. In his prayers, Mr Campbell offered thanks . . .

... for all who, catching the sacred contagion of Thy glorious spirit, the spirit of caring, have shown this care and concern for their fellows, especially all associated with this noble Institution. We remember with gratitude the lives which have been saved. We remember with sorrow the lives which have been lost. We remember with pride the lives so freely given that others might live.'

At the conclusion of the service the three clergy moved from the platform to the podium at the quayside to bless the lifeboat, after which the principal guests were invited to go aboard. As *Shoreline* moved out into the harbour lined with fishing boats bedecked with bunting, a Royal Air Force helicopter flew past



The 37ft 6in Rother lifeboat RNLB Shoreline awaits her re-dedication as principal guests arrive at Arbroath Harbour.
photograph by courtesy of Iain Wight

paying its own particular acknowledgement with an RNLI house flag proudly displayed and a piper, Morag McKenzie, played appropriate traditional music.

With typical Scottish hospitality, the ladies of Arbroath guild had prepared refreshments, and never had a hot cup of tea been more welcome!

Several of the Shoreline members present told me how much they had enjoyed the day, and we know that our boat will be in very good hands.

* * *

It was with great sorrow that we heard of the death on May 18 of Father Foylan, just a month after he had taken part in the re-dedication of RNLB *Shoreline*. Father Foylan had been a great supporter of the lifeboat service all his life and he will be much missed.

* * *

You may remember that in previous issues of the journal I have mentioned the Shoreline radio network run by Mr J. E. Bowden. Some 15 Shoreline members, including a crew member from Rhyl, are now joining in the discussions over the air, but the frequency originally chosen has turned out to be very noisy. A change has been made, therefore, to 3680 kHz; so listen out for G2AYQ, Mr Bowden, or G3JKW, another regular participant from Peterborough, on Monday and Wednesday evenings at 1930 GMT.

There still seems to be some confusion regarding our new membership cards, so please can I clear up one problem that has arisen a number of times. If you are paying your subscription by direct debit or by banker's order, when your new membership card arrives from us each year you will see printed on the backing form which comes with it the words FOR INFORMATION ONLY. It is *not* a request for payment; your subscription will already have been claimed by other means. It is, as it says, only for your information. We are sorry for any problems caused in the past and hope that the position will now be clear.

* * *

Now I have an apology to make to Shoreline Club No 9, Coventry, and Shoreline Club No 10, Hastings; in the last issue of the journal I am afraid I gave the numbers the other way round. I am sorry. Shoreline Club No 9, at Coventry, now has a new honorary secretary: Mr G. Dawson, 195 Cubington Road, Leamington Spa, Warwickshire, CV32 7AU.

* * *

From all of us in the Shoreline office at Poole, we wish you a very warm and happy summer and thank you for your continuing support.—PETER HOLNESS, membership secretary, RNLI, West Quay Road, Poole, Dorset, BH15 1HZ.

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

I enclose subscription to join Shoreline as an:

Annual Member	£5.00 (minimum)	<input type="checkbox"/>
Annual Family Membership	£7.50 (minimum)	<input type="checkbox"/>
Annual Member and Governor	£15.00 (minimum)	<input type="checkbox"/>
Life member and Governor	£150.00 (minimum)	<input type="checkbox"/>
Send me details of how I can help with a Legacy.		<input type="checkbox"/>

Name _____

Address _____

Over 109,000 people would have been lost without the lifeboat service.

Here and There

IND COOPE and the Co-op have run a joint promotion in Scotland to raise funds for three D class lifeboats for service on Scotland's coasts. The first of the three, to be stationed at Stranraer, was handed over last March in George Square, Glasgow, by Bob Thomson, marketing manager for the Co-op, to The Lord Provost Dr Michael Kelly, president of Glasgow branch, and Lt-Cdr Cargill S. Sandeman, chairman of the branch, a member of the Scottish Executive Committee and also a member of the Committee of Management. With them for the ceremony were Steve West, home director, Ind Coope Alloa Brewery, Surgeon Rear Admiral I. H. Colley, a member of the Committee of Management, Chief Superintendent MacKenzie and two crew members from Stranraer.

To raise the money, most Co-op stores in Scotland took part in a scheme by which for every marked ring-pull from cans of Ind Coope beers and lagers placed in special bins, the Co-op contributed 2p to the fund.

Twentieth anniversary

In the spring issue of *THE LIFEBOAT* was recorded the twentieth anniversary of the introduction in 1963 of the D class inflatable lifeboat into the RNLI fleet. A mistake, however, was made in the total number given for people rescued by all lifeboats under 10 metres since 1963. The figure was given as nearly 12,000; it should have been just over 11,000.



For some time it has been the practice of apprentice training schools to build clinker boarding boats for the Institution to an RNLI design. It is a practice of mutual benefit because clinker is the most skilled form of boat building, and so an invaluable exercise for the apprentices, while the lifeboat service receives for the cost of materials what would otherwise be very expensive boats. The RNLI was recently presented with this boarding boat, of excellent workmanship, by the Isle of Wight College of Arts and Technology. She was built by first year students as part of their industrial 'off the job' training course under the guidance of their tutors, John Hatch and Derek Toms and she was handed over by Sir John Nicholson to Cdr Peter Gladwin, superintendent Cowes Base, at the college's prize evening on April 15. (r to l) John Hatch, Mr L. Oseman, head of Department of Construction, Cdr Gladwin, Sir John Nicholson and boatbuilders Duncan Bates, Neil Unstead, Darin Butler, Chris Calling, Mark Tyler, Paul Kent and Andrew McKinley.

photograph by courtesy of Portsmouth and Sunderland Newspapers

The Welsh Industrial and Maritime Museum at Cardiff Docks held a reception on June 7 to welcome to its ranks the 42ft Watson lifeboat Watkin Williams, on station at Moelfre from 1956 to 1977. Guest of honour, seen here with Dr J. Geraint Jenkins, curator of the museum (l), is Richard Evans former coxswain of Moelfre who was awarded two gold medals for gallantry for services performed in Watkin Williams: one was to Hindlea in 1959 and the other to Nafsioporos in 1966.

photograph by courtesy of South Wales Echo



The lifeboat station at Skerries, Co Dublin, was formally re-opened on Sunday May 1 by John Boland, Minister for the Public Service in the Republic of Ireland; Mr Boland lives in Skerries and has been closely involved in the re-establishment of the station in recent years. The station was first established in 1854 but was closed in 1930 with the coming of motor lifeboats to flanking stations. A 16ft D class inflatable lifeboat has been on operational trials at Skerries in the summer months since 1981, during which time 13 lives have been rescued in 11 services. A boat of this class, for summer operation, has now been established at the station. Much of the fitting out of the boat-house was done by the crew themselves.



On March 30 Rear Admiral W. J. Graham (c), director of the Institution, accepted the gift of a radar simulator, to be used for crew training, from Alan Jones (l), of Rediffusion Ltd of Crawley. The simulator was prepared for the RNLI by a staff team at Crawley as a private project and the caravan mobile training unit was fitted out for the road by RNLI depot staff. By simulating situations likely to be met by crews on service, the unit will provide excellent training facilities for lifeboatmen throughout Great Britain and the Republic of Ireland. Jock Stewart (r), a radar specialist with the Royal Navy for many years, is the instructor in charge of the training programme.

photograph by courtesy of Bournemouth Evening Echo

Letters...

Thanks and remembrance

I, as a Shoreline member, am writing to you following the sad death of my brother, the international yachtsman Rob James. He died as the result of an accident while approaching Salcombe in his trimaran *Colt Cars GB II*.

My family would like to express our gratitude not only to the RNLI but also to the Coastguard and Air Sea Rescue Service all of whom made every effort to save him from drowning. Unfortunately not every rescue attempt is successful but this in no way detracts from the efforts made by all concerned even when those efforts are to no avail.

Rob was a much liked and respected yachtsman and I know that many people have made donations to their local branches of the RNLI in his memory. Donations have also been made to the Coastguard and the Air Sea Rescue Service.—STEPHEN JAMES, *Colchester*.

At 0525 on Sunday March 20 the honorary secretary of Salcombe lifeboat station was told by Brixham Coastguard that a man had gone overboard from the trimaran Colt Cars GB II two miles south of Salcombe Harbour; despite all their endeavours, including one man himself going into the water, the trimaran's crew had been unable to get their skipper, Rob James, back on board. It was a fair morning with a moderate to fresh westerly breeze and moderate seas. Salcombe's 47ft Watson lifeboat The Baltic Exchange, under the command of Coxswain John Griffiths was under way by 0535. A helicopter was scrambled and HMS Wotton, which was within range, was alerted. The lifeboat was able to give the helicopter an accurate position of the flashing buoy which had been thrown into the water from the trimaran; the helicopter lifted Rob James from the water and flew him to hospital, but, sadly, he was dead. Two lifeboatmen boarded the trimaran to help her exhausted crew and the lifeboat escorted her into harbour. As well as contributions to local branches, more than £350 has been received at RNLI HQ Poole in memory of Rob James—EDITOR.

Shoreline—and more

This year I will again be going down to the sea with my family for our holidays to take my pleasure from deep water. But if the weather shows any sign of becoming bad I will have long since sought a safe haven.

I lack the peculiar form of courage that enables a man to leave his home and family for a heaving dangerous world in order to save a stranger in peril on the sea, although I would like to be associated in a small way with those who have such courage.

You advertise that for £7.50 my family may have a membership of your Institution and I am enclosing a cheque for us to join. The cheque is for a little

more than you ask for the simple reason that the price is too low; so I have doubled it, and then added a little bit more. If the excess is enough for two car stickers and a 'harbour quality' pennant reminding the world that the RNLI exists, and the cost of sending them to me, I would be proud to display them to the world.

Please add a sincere 'Amen' to the prayer that I offer when contributing to one of your collecting boxes that the elements will never examine my seamanship so closely that I must look to the RNLI for aid. For in truth, sailing only on my holiday, I can never study enough nor have the experience to meet the full power of an angry sea.—COLIN G. HAINES, *30 Hunger Hills Drive, Horsforth, Leeds*.

Long memory

Having served five wartime years in the Royal Navy, and now a Shoreline member, I was fascinated to read in the letter headed 'Long memory' (spring edition, page 200) that there was such a vessel as a 'ballroom barrage ship', no doubt a formidable improvement on the superseded balloon barrage of my memory. Did the ship's telegraph register 'Slow, slow, quick, quick slow'? And was Victor Sylvester advised, or perhaps we should tell it all to the Marines?

Yours with a smile—not to say tongue in cheek.—R. G. TUCKER, *ex Lt-Cdr, 21 Woodside Road, Worthing, Sussex*.

My apologies. I missed a step there.—EDITOR.

An evening—and an idea

On Saturday April 9 our branch had the privilege and great pleasure of organising 'An Evening with Coxswain Derek Scott, BEM' in Knebworth Village Hall. The evening was a tremendous success; nearly 200 people attended including members of other branches, Shoreline members and Lifeboat Enthusiasts.

Derek Scott is a charming man as well as a most interesting speaker, and everyone was quite captivated by him. The evening started with a film and we had the usual range of lifeboat souvenirs on sale. So many of our customers were impressed by the way in which the souvenirs were displayed that we thought other branches might like to know how we do it.

The idea was thought up by Tony Starky, one of our members. Tony collected a number of wooden trays, similar to those used by bakers for van deliveries of cakes. He cleaned them up and, with partitions, made in each tray a number of compartments each the right size to hold a particular item and each of which can be labelled with its own item's price and description.

The beauty of the idea is that the trays can be pre-packed and then displayed on the sales table in a matter of minutes. No more delving in umpteen cardboard cartoons and trying to find

room on the table. Similarly, when packing up, the trays can be stacked on top of each other and carted away in no time at all.

In conclusion, reverting to our 'evening', we were pleased to note that a large number of Shoreline leaflets on display were picked up and taken away and there were many entries in a book that we keep for people wishing to be informed of future lifeboat functions.

Altogether a very happy evening—and about £300 was raised.—H. J. ENTECOTT, *Mrs, honorary secretary, Knebworth branch, 31 Hornbeam Spring, Knebworth, Hertfordshire*.

Please pass it on . . .

May I heartily endorse the counsel, proffered by the spring edition of the journal: 'When you have read your copy of THE LIFEBOAT, please pass it on'. I would suggest that members re-circulate editions in places where attendance is inevitably preceded by a wait, sometimes of great duration, for instance the doctor's waiting room.

Think of what it may mean for a person, a little anxious, perhaps even a little afraid, to be able to pick up a superbly bound edition of THE LIFEBOAT and from it learn of the relentless but unspoken resolve of lifeboat crews to carry out their vocations. Can this be any other than an encouragement? Perhaps it might 'encourage' them to enlist their support for such work.

It is an unending source of satisfaction to me when I receive our quarterly. The professional 'feel' and appearance of THE LIFEBOAT goes a long way to assuring members that the charitable institution to which they subscribe is built on very firm foundations and the cause secure.—J. L. DAVIES, *1 Ashdene Road, Wilmslow, Cheshire*.

Petersfield branch gives a journal to the Public Library each quarter, and puts in it a handful of Shoreline enrolment forms, together with a slip of paper with the name, address and telephone number of the branch honorary secretary.—EDITOR.

RSA award

When, on October 2, 1981, in strong northerly gales, the trawler *Erlo Hills* went aground on Rathlin Island, Northern Island, the British coaster *Ceol Mor*, with the help of Campbeltown lifeboat, towed her clear. The trawler's steering gear then jammed and *Ceol Mor* returned twice to try to help, only leaving when she herself was running short of fuel. The 14 fishermen were finally taken off by Campbeltown lifeboat (full report, THE LIFEBOAT spring 1982). Among other awards for this service, the thanks of the Institution inscribed on vellum were accorded to Captain S. Hamilton Nixon, owner/master of *Ceol Mor*, who has now been awarded the Thomas Gray Memorial silver medal for a deed of professional merit at sea by the Council of the Royal Society of Arts.

Some Ways of Raising Money

Aith lifeboat station commemorates its fiftieth anniversary this year and on April 8 Aith Hall was crowded for a golden jubilee dinner dance. There were members of past and present crews, the local committee and ladies' guild and visitors from other parts of Shetland, the division and RNLI HQ; Brae guild, Aith's nearest neighbours,



(Above) They were queuing up to give to the RNLI in Ilford on London lifeboat day, when a total of £180,590 was raised in Greater London and the City. (Right) Mrs Henrietta Sillett was at her usual post, outside Botchins the butchers in St John's Wood; now 80 years old, she has collected regularly since 1960 and this year she brought in £26.49 in spite of biting winds. But probably one of the RNLI's oldest collector in London or anywhere else is Miss Hilda Dunnington-Jefferson who has collected for more years than anyone can remember outside Gloucester Road Post Office and is still going strong at 96½.



Three new members of Whitby D class inflatable lifeboat crew, Michael Readman, David Smith and Glenn Goodberry, took a smaller inflatable craft than the one to which they are accustomed down the River Esk from Grosmont to Whitby swing bridge. The result of this sponsored paddle was £300 for branch funds.

brought with them a cheque for £500. A fortnight later Aith Hall saw further celebrations; a concert, given free, by Voe Concert Party followed by a dance. It was an evening very much enjoyed, and raised £224.

A flower show was staged for the first time by the newly-formed Cove and Kilcreggan branch, Dunbartonshire. Opened by Sir Charles McGrigor, convener of the Scottish Lifeboat Council, it was well supported by residents of the peninsula and £500 as raised for the RNLI. The local Rotary Club gave very willing help in organising the tombola stall and the event will now become a regular feature in the branch's calendar.

Totteridge branch (North London) was entertained graciously in the home of Mr and Mrs Adrian Davis one April Saturday. After a welcoming glass of sherry a recital of piano duets was given by the well known duettists Isabel Beyer and Harvey Dagul, the programme including works by Brahms, Schubert, Dvorak and Grieg. After the performance a sumptuous supper was served, which had been prepared by the hostess and committee. The proceeds from this most enjoyable evening amounted to £400.



Each week of last year Weston Bay Yacht Club, which has a membership of only 250, held a raffle to help the Weston-super-Mare centenary lifeboat appeal. The target set for this enterprise, organised by David Churchill, was £1,000 but to everyone's delight, with a contribution from Mrs Kilvington, who knitted pullovers, and help from various small events, that figure was doubled to make a remarkable £2,000.

Salcombe's station honorary secretary, Bill Budgett, and Motor Mechanic Frank Smith, went to London one day in March to receive a cheque for £2,750 at the Worcester Arms, George Street; it was the RNLI's share of a fund-raising effort started about a year before by David L. Franks, managing director of Regent Inns Ltd, who was at that time owner of the Ferry Inn. Salcombe.



Poole lifeboat guild raised a record £20,000 last year, bringing the total raised since it was formed in 1970 to over £100,000. Just one event in this year's programme was an exhibition and sale of crafts at Uplands School, Parkstone, which brought in £260. Skills in perspex engraving, wood sculpture, pottery, painting, bookbinding and toy making were on show and the homemade cakes and jams were, as usual, a sell-out. Here (l to r) committee member Averill Grigg, chairman Margaret Adam and exhibitor Gene Kennedy admire some of the items on sale.

photograph by courtesy of Poole and Dorset Herald

Two members of Falmouth ladies' guild who live in Flushing have found a very successful variation of the 'nearly new' clothes shop. They run the 'shop' from a private house and sell by invitation or appointment only. When they started the venture they expected to make £50. Now, five years later, they have taken over £2,000 and are still doing good business.

There are plenty of imaginative and lucrative fund-raising ventures going on in Northern Ireland. A new branch at Castlederg has got off to a flying start by raising £200 carol singing at Christmas. A ten-hour sponsored fish-in organised by Carrickfergus and District Angling Club brought in £80, while at Portaferry over £100 was raised at a Shrove Tuesday punch and pancake party. Portrush ladies' guild raised £775 at a recent dinner dance.

Project launch, the system of fund raising in schools whereby children sell off listed components of a lifeboat whose plan appears on specially printed sheets, has been showing amazing results in South London. Davidson Infants School in Croydon, where there are 200 children aged five to seven, raised £302 with the project following a visit from the regional office, while Ealdham Primary School, Eltham (275 children aged six to eleven) raised a record £575 in the same way.

St Neots Golf Club has recently handed over a cheque for £330 to the local RNLI branch. The RNLI charity medal competition, where 112 competitors were charged £1 to enter, was followed by a disco in the evening which raised £118. Then Dickie Henderson, the comedian, a keen golfer who was guest speaker at the club's annual dinner, donated £100 towards the club's RNLI fund.

There was a rare sight in Collingham village hall when guests arrived for a special sportsnight supper in attire both past and present, prepared for an evening of many different sporting events. It was obviously yet another good example of how to enjoy yourself and help the lifeboats. With £757 made from the evening, the RNLI was a clear winner.



David Jones, RO(NW), presents a framed certificate of thanks to the Queen's Arms, Warwick-on-Eden, where over the past eight years £10,000 has been raised for Carlisle branch. (l to r): Dr John Southern, Carlisle branch honorary secretary, David Jones, Mike Potts, a local jazz musician representing the customers, and David and Lawrence Keen, the licensees who organise the fund raising.

photograph by courtesy of Cumbrian Newspapers



This fight till you drop was the idea of publican Jim Kelleway of the Lord Nelson, Poole Quay. Champion male joustier was Peter Taylor and top maiden Emma Southwood, appropriately enough a member of Poole and Bournemouth branch of the British Sub-Aqua Club. The event raised £100 for the RNLI.

photograph by courtesy of Bournemouth Evening Echo



Captain of Edward VI Five Ways School, Bartley Green, Tony Reilly, while receiving the keys of a new minibus given to the school by the Friends of Five Ways, simultaneously hands a cheque for £1,400 to old boy and also Mayor of Birmingham, Councillor Peter Hollingworth who had chosen the RNLI for his year of office charity.

photograph by courtesy of Birmingham Post and Mail



Members of Brightlingsea and District branch showed their appreciation of Peter Coupland's fund-raising effort by clubbing together to give him an inscribed tankard. Peter is a qualified sailing instructor who ran a special sailing school during Maritime England Year. Not only did the school raise £500 for the lifeboats, but Peter gave some young and some not so young people the finer points of safe and enjoyable sailing.



Sothebys came to Dovercourt last February, thanks to Harwich and Dovercourt branch which organised this valuation session at the Cliff Hotel. A George Jones plate was estimated at between £300 and £400; a Charles de Lacy oil painting of a harbour scene near Harwich at £250 to £350 and another painting by Janet Fisher was expected to fetch between £300 and £500. Roughly 500 people attended and £678.20 was raised for the RNLI from valuation fees.

photograph by courtesy of Alfred H. Smith

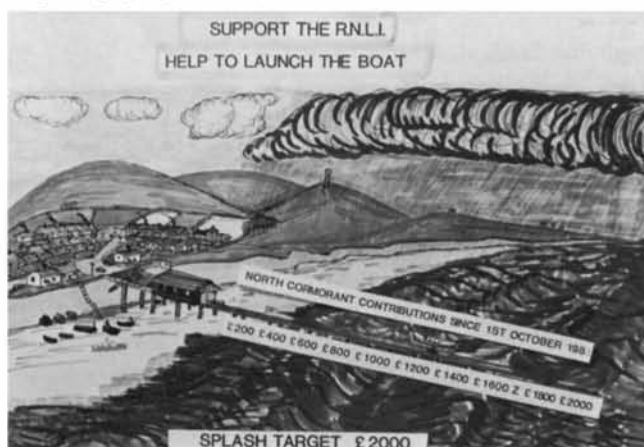
Almost £1,000 was raised for the RNLI by runners in Wolverhampton marathon in March. Ray Adams (r) raised £622; he is part-time barman of the Hop Pole, run by Dick and Maureen Moore, which was the focal point for RNLI activities on the day and which was awarded the trophy for the best dressed pub on the route. David Williams (l), son of Wolverhampton branch member Dewi Williams, raised almost £300, while PC Andrew Hough raised £20 and Peter Berwicki another £21.50. Despite a damp, dismal day there was a gala atmosphere about the town and the Hop Pole contingent included a brass band and 12 lovely young cheerleaders. Wolverhampton branch raised £17,019 altogether last year, a massive 64 per cent increase on the previous year's total.

photograph by courtesy of Norman Ruben



A bag of money containing £1,250 was handed to Coxswain Michael Scales of St Peter Port after the younger members of Guernsey Yacht Club had competed in a bath tub race. Designs for racing bath tubs become more sophisticated every year but the acknowledged expert in the sport, Simon Lovell, did not disappoint his supporters when he won the race. A £15 donation and further contributions from the club's five-a-side football team bumped the total donation up to £1,600.

photograph by courtesy of Brian Green, Guernsey Evening Press



The lifeboat on this chart is more than £1,200 on its way down the slipway to its splash target of £2,000. This launch is being achieved by North Cormorant oil rig with the help of Mr Campbell and the rig's radio room. They are raising money for the RNLI by sales of jewellery and photographs, with collecting boxes, raffles and with a special North Cormorant charity appeal.



A schoolgirl, a fairy, a clown, a nurse and a baby from Dunfermline crawled round their local pubs—soft drinks only—and collected £180 for the RNLI. In real life they are (l to r) Hilary and Mick Fairhurst, Tony Taylor, Valerie and Lorenz Hansen. The three men are sailors who had recently arrived home from the Falklands and their wives decided to organise the outing to celebrate their return.



Young Geoffrey Ward (r) looks happy to be alive; he was rescued after slipping into the sea off rocks at Porthowan, Cornwall. His mother (c) looks even happier as she shows off some of the goods on sale at the coffee morning she organised with the help of Erdington branch to say thank you to the RNLI. The Institution was £120 better off as a result.

photograph by courtesy of Birmingham Post and Mail



The two lifeboatmen in this picture have every right to look happy. Not only are they among those who will enjoy the delicious looking food in front of them at Stockport South East branch's twenty-first annual cheese and wine party, but also the proceeds of the evening—£5,416 is going to pay for a new D class inflatable lifeboat at their Blackpool station. (l to r) Christine Harding, Stockport SE honorary treasurer, Crew Member Peter Canham, Dr Graham Harding, chairman, Crew Member Geoff Horan and Sue Wright, honorary secretary.



The Whitethorn morris dancers donated £25 to the RNLI after performing in the Harrow area last Boxing Day, a traditional busking day. They specialise in traditional north west clog morris dances.

Some time ago Mrs Molly Morris of Little Walsingham bought a mug commemorating Queen Victoria's Diamond Jubilee at an RNLI bric-a-brac stall at Enfield. Recently, after moving to a small cottage, she was listening to Bob Monkhouse in conversation on a radio programme. He happened to mention his collection of china mugs and the fact that it lacked a Diamond Jubilee one. Mrs Morris no longer has room to display her collection so she wrote and offered her mug, requesting in return a donation to the RNLI. Bob Monkhouse accepted the mug, sending £20 to Wells lifeboat station.

A special promotion by J. John Masters, distributors of Ship and Winners matches, has resulted in a total of £53,000 coming to the RNLI. A series of cheque presentations have taken place around the country and David Jones, regional organiser (NW), received one of the cheques, for £1,357, from Lonsdale Food and Drink Wholesaler chief executive Joe Cunningham last March.



Despite the bucks fizz that was served at half time in place of oranges, despite the driving rain and mud and despite the odd confusions of men versus women, referee Bombardier 'Fred' Barnes kept enough control of this game of football to allow the wives of 53 (Lancashire) Air Defence Battery, Dretmsurd, West Germany, to beat the Battery football team 3-2. In the picture Gimmer Ray Hall is about to be tackled by most of the ladies' team. The idea of organising the game to raise money for the RNLI came from Judy Stanes, wife of the Battery commander, and WO2 Tony Merone, the football team manager. Diddo (Ed 7.97) was raised and duly sent to RNLI HQ.



Warm-hearted little children in a special school in Northumbertown, despite their own needs, wanted to help other people, and chase the RNLI. Week by week, at school, on one day they baked chocolate cakes, the staff provided fruit juice, coffee and biscuits, and then older children were invited into their class to share in the party. In this way a very fine £32 was raised for the lifeboats. The painting the children are admiring, although outlined by Mary Bell, their teacher, is very largely all their own work.

During lifeboat week, Upminster Junior School's collection came to £25.88. To supplement this amount, Class 4N held its own jumble sale and raised a commendable £67.33.

The Odd Drum public house, Petersfield, keeps a bottle on the bar which was recently opened by Rodney Faulkner, president of Petersfield Licensed victuallers association. It was found to contain £246.20 in contributions for the RNLI, which means that Brian and Pam Barnes, licensees, have raised nearly £800 in the past four years. Further money was raised on the evening of the opening when a competition was held to guess the bottle's total contents; the winner, Jane Cotthell, was only 5p out.

An employee of Shapland and Patters. (Door Manufacturers) of Barnstable refused to accept payment for a favour which he had done, but was eventually prevailed upon to accept a dozen eggs. He raffled these at work and as a result £13 was donated to Appledore station branch—a 'grocer's dozen'!



Tony Comley, a crew member of Porthcawl lifeboat, becoming the first man to have rowed non-stop across the Bristol Channel. A day was chosen when the tide would be running at its weakest and the row was completed in 9 hours 20 minutes. Training for the challenge involved two hours' cycling, swimming or rowing every day for six months. Escort vessel Blue Shark was skippered by Tom Mordant, assistant honorary secretary of Porthcawl station, and pilot for the trip was Tom Pearce, whose forefathers had served in pulling lifeboats. Also in attendance was Dory Duck skippered by Phillip Jones. This marvellous row brought in a welcome £650 in sponsorship for the RNLI. photograph by courtesy of Glamorgan Gazette



For many years Mrs Margaret James has run the phant sail as Elmwood and District ladies' guild annual bazaar; at the age of 95 she still takes charge—and sets the cuttings to put on sale. Here she sells plants to Mr Wilson at the 1983 bazaar which raised £645.34 for the lifeboats; with them is Mrs E. Smith. Mrs James' daughter-in-law is the guild honorary secretary.

Once again the cheese and wine party held in the Painted Hall at Greenwich Royal Naval College and organised by South London regional office and Eltham branch hit a record total with £2,650 raised—nearly £1,000 up on last time.

After Wadd Academy F.P. Rugby Football Club of Anstruther had organised a mini marathon sponsored in aid of club funds and the RNLI, the club president, Alan Ramsay, was able to hand a cheque for £665.82 to Frank Patterson, Anstruther's station administrative officer, at the annual rugby ball.

There were no fewer than 50 London Marathon runners this year who were sponsored for the RNLI. Norman Barker (1) was one of them; for five years a member of Henbury lifeboat crew for 17 years and now in the station of his station (a scum of Henbury lifeboatmen was the New York Harbor moving over two years ago) he completed the course and raised £500 for the RNLI. Here he presents the cheque to Henbury station honorary secretary, Michael Morris.

photograph by courtesy of B. S. White

The small village of Brede, which stands on the river after which the 33ft Brede class lifeboat is named, has been giving valuable help towards Rye and Winchelsea branch fund-raising total this year. The Good Companions Club organised a lifeboat film show, raising £42, while Bill Boxall, the village RNLI organiser, arranged a coffee morning which netted £273.

Clapham, Battersea and Wandsworth branch recently received a cheque for £340 which was raised by Windsurfers.





Kenneth Colley, who was appearing in the play 'Scenes from a Voyage to the Indies' at Nottingham Playhouse, presents a cheque for £500 to Colin Westland-Garrett (c), honorary secretary of Nottingham and District branch, and Councillor Carter (r), chairman of Nottinghamshire lifeboat appeal. The money was raised by the sale of special first day covers issued by Central Television in conjunction with their production 'I Remember Nelson' in which Kenneth Colley played the title role.

World, a Hammersmith shop exhibiting at the Wind and Surf Exhibition, Alexandra Palace, with a raffle for a sailboard; the winner was Sharon Cullum.

Sue Platt, owner of the dress shop Kate of Holmfirth, organised a fashion show on behalf of Hepworth and Scholes ladies' guild, West Yorkshire. It was held at the Civic Hall, Holmfirth over two days and, with the help of Nancy Heeley, shoes, Wallace Guthrie, menswear and hair stylist Stephen Michael, a delightful show was staged. £1,059 was raised, which included £154 from a raffle.

Members of Pulborough branch were kindly allowed to make a collection for the RNLI at Crawley and Horsham Point to Point last March; £250 was the satisfactory result of their efforts.

A dinner dance organised by the Southminster section of Essex Marine Police was held at the Royal Corinthian Yacht Club last March. The evening was greatly enjoyed and a cheque for the profit of £333 was presented to Burnham-on-Crouch lifeboat station.

More than 250 people attended Driffield ladies' guild spring 'seconds' sale at the town hall in March, when an impressive £447 was raised for the RNLI.

Scalby and District guild held a coffee morning bonanza at Scalby Parish Hall last March, raising a splendid £300. Its latest event, a dinner dance, brought in yet another £238.

The Watercourse Restaurant, Old Swinford, was the venue for Stourbridge branch's annual sponsored knit-in, which this year easily set a new record by raising £917. Sixty ladies took part and the strips of knitting that were produced will eventually be sewn together to make blankets - a good practical purpose for all that knitting.



A special £1 draw was organised for this magnificent cake made in the shape of Exmouth lifeboat, just one of the attractions at a dance at Langstone Cliff Hotel, Dawlish, organised by 13 of the water sport clubs on the River Exe. The whole evening made £3,000 and the draw for the cake alone made £160. Here its creator, Daphne Harvey, is photographed with David Guppy (l), commodore of Exmouth Deep Sea Fishing Club, and Bill Sleeman, commodore of Exe Sailing Club. photograph by courtesy of Exmouth Journal

Martin Jeatt, 12 years old, raised £7 for the RNLI with a sale of his old toys to neighbours and visiting dustmen outside his parents' house in Badshot Lea; marbles, jigsaw puzzles, books and badges, as well as lemonade, went to help the lifeboats. His mother was delighted to see them go!



When 40 children from Weston Park Junior Mixed School, Lawrence Weston, Bristol, visited Tenby lifeboat station they left behind a tee shirt, and Jack Thomas, the branch chairman, duly paid this unusual £83.43 cheque into the bank. The money was raised when the children ran a cake stall and raffle at their school's Easter fayre.

Mahjong has entered the field in sponsored money-making for the RNLI. Six Salcombe people sat down for a marathon five days, five nights non-stop game. When they finally rose from the table they had earned no less than £1,043 for their local lifeboat station.

RNLI national lottery

THE RNLI's twenty-first national lottery was drawn on April 29, appropriately enough by Frank Ide, coxswain of Poole lifeboat. People from all over the country bought lottery tickets to raise money so that lifeboatmen, like Frank, can be provided with the best equipment possible for their job of lifesaving; so many tickets were bought that over £42,000 was raised, the highest amount since the

lotteries began. Frank and his wife Rose, who accompanied him, are regular and most welcome visitors to head office, so that there was plenty of good humoured banter to and from the gathered audience as the 13 tickets were drawn from the drum. Vice-Admiral Sir Peter Compston, a deputy chairman of the Institution, and Anthony Oliver, appeals secretary, supervised the draw, and the prize winners were:

£1,000: Miss D. Hunter, Bath, Avon.
£500: N. F. Johnston, Pathhead, Midlothian.
£250: Mrs M. Fox, Plympton, Devon.
£50: H. C. Rignmore, Basildon, Essex; A. Hindley, Stockport, Cheshire; Mrs Jean Fisk, Ulceby, South Humberside; P. A. Saint, Middlesborough, Cleveland; Mrs Fran Bowler, Chelmsford, Essex; Mrs P. J. Smith, Orpington, Kent; W. A. Runyard, Wareham, Dorset; Christina MacLeod, Hull, North Humberside; G. L. Caulfield, Gunnislake, Cornwall; E. White, Kenilworth, Warwickshire.

The twenty-second lottery will be drawn at Poole on Friday July 29, 1983.

Sitting quietly in the audience was Iain Winslade, a Cub Scout from Tolpuddle, Dorset. Iain was there to represent all the Cub Scouts in the country who had taken part in the 'Stamps for Lifeboats' appeal launched in the 1983 Cub Scout Annual. The appeal was for Cubs to send in to Scout headquarters unused stamps which the staff could use; headquarters would then donate the total value of the stamps to the RNLI. Such was the response from the Cubs that Iain was able to hand over a cheque for £40 to Coxswain Ide.



After Coxswain/Mechanic Frank Ide of Poole lifeboat had made the draw for the RNLI's twenty-first national lottery, Cub Scout Iain Winslade, from Tolpuddle, presented to him a cheque for £40. With them is Rear Admiral W. J. Graham, director of the Institution.

Books . . .

● The first lifeboat in the Penzance area was built in 1803 to Henry Greathead's design, purchased by local subscription and a donation from Lloyd's. Unfortunately, the early initiative faded and the boat was sold in 1812, and in 1826 the RNLI sent a boat to Penzance which only seems to have stayed a couple of years. In 1852, however, the year the Institution was re-vitalised by the Duke of Northumberland and a new young secretary, Richard Lewis, Penzance got a new lifeboat and since then the record of lifeboats in Mounts Bay has been one of solid service, occasional controversy, outstanding bravery and tragic sacrifice.

Penlee Lifeboat is written by John Corin and Grahame Farr and the story of Penlee and Penzance branch is a microcosm of the history of the RNLI; it makes fascinating reading and the photographs which illustrate the book, many of them historic, come right up to date with pictures of the new Arun lifeboat and her crew. One of the finest photographs is John Chard's portrait of the late Coxswain Trevelyan Richards which faces a foreword by his mother, Mary, in which she says:

'My house in Mousehole was used as a meeting place by his crew . . . and I can recall many happy times when their laughter rang out loud. Trevelyan and his crew are gone now, but the lifeboat goes on and they have become part of its history. Their bravery will never be forgotten and their names will live on for ever. So it is with pride that I introduce this book, and these men, to you. God Bless You All.'

Penlee Lifeboat is available from J. H. Bennetts Ltd, 72/73 Market Jew Street, Penzance, Cornwall TR18 2LF, price £2.75 plus 50p package and postage. Bulk orders for branches and bookshops are available at a discount. Apply to the address above for details.—R.K.

● Four booklets, each adding its own individual detail to the sum of RNLI history, have also appeared recently. Three are station histories, recording the services performed by lifeboats at Port Erin, Aith and Selsey, and the fourth tells the story of a pulling lifeboat, *Worcester Cadet*, which was on service from 1880 to 1892 at Brightstone Grange, a station closed in 1915.

Publication of **The Story of the Port Erin Lifeboats**, by Jeff Morris, marks the centenary of this station which was established in the south west of the Isle of Man in 1883; since the first 32ft ten-oared boat went on service that year, Port Erin lifeboats have answered 157 calls for help and have rescued 93 lives. Illustrating the booklet are photographs of every one of the station's six lifeboats, including of course her present 37ft 6in Rother **Osman Gabriel**,

and pictures of her boathouse which has one of the RNLI's steepest slipways. Copies from the station honorary secretary, Mr R. Rimington, Avenholme, Dandy Hill, Port Erin, Isle of Man, price 75p plus 25p p and p.

Aith Lifeboat, published in the station's golden jubilee year, has been compiled as a 'gift in kind' by James R. Nicolson, one of Shetland's best known authors. It tells in a most readable way the history of the station, its lifeboats and its people for the past 50 years. Once again, the booklet is illustrated by a good selection of photographs and there is a map to locate this the most northerly of the RNLI's lifeboat stations. Copies from the Honorary Secretary, Aith Lifeboat, Post Office, Aith, Bixter, Shetland, price £1 plus 20p postage and packing.

Jeff Morris is also the author of **The Story of the Selsey Lifeboats**, a second edition which brings the history of this West Sussex lifeboat station, first established in 1861, right up to date; on its front and back cover are photographs of the prototype 47ft Tyne class fast slipway lifeboat *City of London* which it is planned will go on station at Selsey when her operational trials are completed. There are photographs of most of Selsey's past lifeboats, too, as well as of the present 48ft 6in Oakley *Charles Henry* and the D class inflatable lifeboat. Copies from Mr C. Ford, 5 Sunnymead Close, Selsey, West Sussex, price 75p plus 25p postage and packing.

The Worcester Cadet is the story of just one pulling lifeboat, built in 1880 and provided by a fund raised by Captain J. H. Smith, at that time captain superintendent of the training ship *Worcester*; it is written by Christopher J. Willis, honorary secretary of the Association of Old Worcesters and another Old Worcester, Wing-Cdr E. H. Roberts. The lifeboat's naming took place alongside HMS *Worcester* at Greenhithe before she went on station at Brightstone Grange. In the 12 years she was on service in the Isle of Wight she rescued no fewer than 244 lives, 129 of them from the German steamer *Eider* which struck on Atherfield Ledge in thick fog on January 31, 1892. Copies from the Association of Old Worcesters, 204 Burntwood Lane, Caterham, Surrey, CR3 6TB, price £1 including packing and postage.—J.D.

● For the yachtsman whose playground extends from Fastnet to Ushant in the west and from Great Yarmouth to Den Helder in the east, **The Yachtsman's Manual of Tides** by Michael Reeve-Fowkes, MInstPI (Flint Hall Publications, £11.75) contains a distillation of all the tidal information to be found in the Admiralty Tide Tables and Atlases of Tidal Streams for the area and similar publications by the French and Dutch Hydrographic Departments.

All the information has been reduced to a central standard port, for which purpose the author has unpatriotically

chosen Cherbourg, partly because it has a substantial tidal range and partly because 'the regime is uncomplicated'. Writing from Poole, who could complain that our French twin town should be chosen especially when our own tidal range is absurdly small and its waveform varies from a near straight horizontal line at neaps to something drawn by a surrealist artist at springs.

Whether the yachtsman who already uses Reed's, Macmillan's or the Admiralty publications will be prepared to add another substantial book to his chart-table library remains to be seen. Perhaps he will be attracted by the pages of very sound advice on passage planning in order to make best use of the tidal streams when he crosses the Channel, particularly if, as a racing man, time is of the essence.

The newcomer to the mysteries of the tides invariably asks two or three highly pertinent questions which cannot be answered without a very brief reference to the theory of tides: first, if the moon draws out a hump of water and the earth rotates underneath it, why does not the tidal wave in the Channel travel from east to west instead of the other way? Second: if the moon draws out a hump of water towards it, what draws out the hump of water on the opposite side of the earth to give us two tides per day? Third: if the combined tide-raising forces of the sun and moon occur at full and new moon, why do spring tides come two days later?

In the meagre page and a half on general principles, the author answers the last question unsatisfactorily by stating that there is a time lag while inertia is overcome, forgetting that the tidal wave has to travel 6,000 miles from the Cape of Good Hope, where it originates, before it enters the Channel at Land's End, and continues eastwards (the answer to the first question). He does not attempt to answer the second question. However, it might be claimed that the yachtsman couldn't care less so long as his tables give him the answers he wants, and this publication will surely do that with convenience and accuracy.—K.M.

● **Yacht Designer's Sketch Book** (Nautical Books Macmillan, £8.95) and **Small Steel Craft** (second edition, Adlard Coles Granada, £8.95), recently published, are both by Ian Nicholson, FRINA, whose writing is well known to the small boat industry.

The most obvious solution to any problem is often the simplest, and **Yacht Designer's Sketch Book**, the third volume of practical, workable ideas first published in *Yachts and Yachting*, continues to provide the stimulus often needed to see the obvious. The sketches apply to hull, decks, spars and rigging and altogether form a most useful guide for anyone involved with small boats.

Small Steel Craft, as the title suggests, is devoted to the design, construc-

tion and maintenance of small boats built in steel. For the second edition of what has already been accepted as a popular and useful book, the text has been brought up to date to reflect the increasing interest in this type of construction since first publication ten years ago. It covers the characteristics and uses of modern steels and alloys, and describes the best construction techniques throughout the whole process of building and fitting out small craft; it continues with maintenance, including painting and protective finishes, and concludes with suggestions for reducing annual overhaul bills. As one of the few books devoted exclusively to small steel craft, it should continue to prove invaluable to designers, builders and owners alike.—K.C.T.

● A few years ago Malcolm Robson produced a **Channel Islands Pilot** (published by Nautical Books) which contains much valuable information and is widely used by visiting yachts. All royalties from the book were generously donated to the RNLI, resulting in nearly £900 for the lifeboats. In his introduction Mr Robson wrote:

'Finally, whilst information has been checked, sorted and rechecked, an error could creep in . . . Please, please if you find any errors, or you can supply omissions, could you tell me?'

Guernsey Boatowners' Association has taken up Mr Robson's request, and also followed his generous example. It

has compiled an amended list of marks covering Guernsey, Herm and Sark, which includes some important variations from the original book. The list is being sold in aid of the RNLI and is available price £1, including postage, from Mr I. W. Larby, Little Southern-down, St Martin's, Guernsey.

● I had a feeling, on opening **The Yacht Navigator's Handbook** by Norman Dahl (Ward Lock, £12.95), that a professional navigator had no business writing for yachtsmen who would be so overwhelmed to hear what he had to say that they would never thereafter go beyond the harbour bar or even the yacht club bar.

I was quite wrong. The author presents the mysteries of his trade in a way wholly understandable and digestible by yachtsmen. In fact, candidates for the RYA/DoT yachtmaster and ocean yachtmaster certificates could not find a better textbook for the navigation part of the shore-based syllabus.

I was particularly impressed by the author's insistence that the yacht navigator fully appreciates that his carefully plotted position on the chart is no more than the centre of an area of probability whose size and shape depends on many factors, some of which are beyond his control but most of which can be minimised by the exercise of great care and precision.

Having said that, it is a pity that the principles preached have not been ap-

plied to the production of the book. In a rapid scan, some gross errors have been detected all of which fall into the latter category (*an errata slip is being issued by the publisher*). Also, I gasped when I saw the IALA system of buoyage illustrated on page 43 and thought that they had changed it yet again! However, it turned out that (in the review copy at least) all the green shapes had come out so dark as to be almost black. This is odd since the green in the extracts from Chart 5011 on the preceding pages is most refreshing, like the rest of this excellent book.—K.M.

The RNLI has been given a set of **Lloyd's Register of Yachts** to sell in aid of lifeboat funds. The set, from 1883 to 1970 inclusive, is complete except for the years 1889, 1890, 1894 and 1969; there are no volumes for the war years 1916 to 1918 and 1940 to 1946. Offers over £500 are invited and should be sent to the public relations officer, RNLI, 202 Lambeth Road, London SE1 7JW, by Wednesday August 31, 1983; the set will go to the highest bidder.

There are also a few duplicate volumes in this generous gift. Please send by August 31, to the address above, offers over £8 for each volume for the years 1921, 1923, 1924, 1929, 1932 and 1937, and offers over £7 for a volume for the year 1970. Once again, the highest amount offered will be accepted for each volume.

Happy people

from page 228

'My friend put his foot on our gunwale and three lifeboatmen grabbed hold of him and said, "You're in the boat!" and picked him up and lifted him right over the lifeboat's guard rail. Then they said, "Come on, you're in!" and they grabbed hold of me and manhandled me into the lifeboat. We are not big men, but we are still quite heavy.

'I can never explain how wonderful I felt, partly because the lifeboatmen themselves were so happy. The coxswain told us that when they first spotted us everyone was just jumping up and down with joy because they had found two live men when they had been afraid it might be two dead men.

'To bring us back down to earth, the coxswain invited us to go up on the bridge with him. They brought us coffee with brandy in it. Then the coxswain showed us all over the boat and even invited us to go down into the engine room. They gave us chocolate and cigarettes. All the men were terrific. I just couldn't believe that they would be so friendly. One of the crew was wearing a collar and tie and he told me he is the manager of a hotel; he was in the middle of serving someone's breakfast when the call went out and he just dropped everything and rushed to the lifeboat station to get on the boat. I just couldn't believe it. . . .

'I had never realised just how beautiful a boat can be, and I have never seen seven men look so beautiful in all my life. I was sorry to get off that lifeboat because there was such a

good atmosphere between the crew. And they were so good to us. I expected to be told off, but the coxswain said it could have happened to anyone; it was a series of things which went wrong.

'Even then, I expected we should be in trouble when we got back to the quay. But there was nothing like that. When the lifeboat pulled in, the honorary secretary came down and asked if we were all right. He was terrific.

'No matter whatever I do, I can never repay those lifeboatmen, or the RNLI. I know there were two other lifeboats out looking for us, and a boat in Christchurch Harbour and the helicopter, and my thanks go out to them, too. Mudford inflatable was the first lifeboat out. But it was the men from Yarmouth who saved my life. I owe them everything, not only that I am living today but that my children have a father.

'After being the rescued, I should love to become involved in a lifeboat crew. It must be so rewarding. By the looks on their faces, it meant more to those men that they had found us and brought us safely back than if we had given them a thousand pounds each. They were over the moon. And their wives — they must be very brave women.

'That rescue was the best thing that has ever happened to me. I glad I had the experience of seeing the lifeboat coming towards me. After having given up hope, to know that your life has been saved . . . it is such a wonderful feeling. And I hope I have made seven good friends at Yarmouth.'

A week or two later, David Gimson and Nigel Fitzgerald, together with their wives, returned to the Isle of Wight one evening to entertain to din-

ner Yarmouth's station honorary secretary, Derek Huffman, Coxswain Dave Kennett and his crew and their wives. David Gimson also volunteered to join the crew of Poole Dell Quay Dory lifeboat; after a period of training, he has now been accepted as a crew member. The rescued will help to rescue.

For this service a letter of appreciation signed by Rear Admiral W. J. Graham, director of the Institution, was sent to Coxswain David Kennett and his crew of Yarmouth lifeboat, and a letter of appreciation signed by Cdr Bruce Cairns, chief of operations, was sent to Helmsman John Batchelor and Crew Members Paul Derham and Paul Knight of Mudford lifeboat.

EXTRACT FROM a letter from Miss Nessie Robertson, honorary secretary of Lerwick ladies' guild, Shetland, to Kenneth Thirlwell, organising secretary (Scotland):

'I have received a gift of £590 made up in £10 notes in an envelope from an old age pensioner who is partially blind. A friend brought her to see me. She lives on a croft and in her own words: "I don't need the money, you see I have my pension and the lifeboat is a worthy cause".'

How good are the generous and warm-hearted friends of the lifeboat service!

Lifeboat Services

from page 227

Shoreham's 37ft 6in Rother lifeboat *The Davys Family* was launched at 2136 under the command of Coxswain Everard and rendezvoused with Newhaven lifeboat at 2210 to stand by. The tug *Meeching*, under the command of her master, Robert Domin, arrived at 2236; she tried several times to pass a tow to *Andoni* by rocket line, but without success.

As the coaster was now only 1½ miles south of Ovingdean and in danger of going ashore, the master of *Meeching* manoeuvred close under her bows to pass the tow by heaving line. During this operation *Meeching* was struck several times by the casualty. The tow was passed but unfortunately, when the weight was taken up, *Meeching's* tow hook broke. The whole operation was then repeated using a towing bridle. The tow was finally connected at 2358 by which time *Andoni* was dangerously close to going ashore at Old Nore, a mile west of Newhaven.

While standing by in the very rough seas, one of Shoreham lifeboat crew fell and sustained a head injury. At 0036 on Friday December 10 Shoreham lifeboat headed for Newhaven where an ambulance was waiting for her injured crew member. After he and another lifeboatman had been landed and three more of her crew members had been taken on board, Shoreham lifeboat returned to sea to stand by.

By 0155 *Meeching*, with *Andoni* in tow, was in safe water three miles offshore and the two lifeboats were stood down. Newhaven lifeboat was back on her moorings at 0231 and Shoreham lifeboat was back on station and rehoused by 0455.

Meeching kept *Andoni* in tow all night until 0810, when Newhaven lifeboat once again put to sea to escort the tug and casualty into Newhaven Harbour. At 0910 *Andoni* was berthed alongside and at 0935 the lifeboat was on station and ready for service.

Later that day Coxswain Everard of Shoreham wrote to Captain A. S. Flint of the Port Offices, Newhaven, to express the admiration of himself and his crew to the master and crew of *Meeching* on their courage and tenacity in establishing the tow between the tug and *Andoni*. He wrote:

'The lifeboat radar positioned the ship seven cables from the cliffs with the sounder showing an average depth of six

fathoms – not the best places with an onshore wind gusting eleven.'

For this service a letter of appreciation signed by Rear Admiral W. J. Graham, director of the Institution, was sent to Robert K. Domin, master of the tug *Meeching*, and his crew. Letters of appreciation signed by Cdr Bruce Cairns, chief of operations, were sent to Coxswain/Mechanic Leonard Patten and his crew of Newhaven and Coxswain Kenneth Everard and his crew of Shoreham.

Scotland South Division

DF bearing

OBAN COASTGUARD reported to the deputy launching authority of *Islay* lifeboat station at 0216 on Wednesday February 16 that the fishing vessel *Girl Norma* had broken down to the west of Jura. The night was dark and overcast, but winds were light and the sea calm.

Islay's 50ft Thames lifeboat *Helmut Schroder of Dunlossit* slipped her moorings at 0240 and set out under the command of Coxswain Donald Boardman. The lifeboat made radio contact with *Girl Norma* who gave her position as 7½ miles north east of Rhuvaal Lighthouse.

When, however, nothing was found at this position, *Islay* lifeboat asked the fishing vessel to transmit on channel 16 VHF. A DF bearing was taken which showed that the casualty was in fact 6 miles east north east of the position she had given. On coming up with her, the lifeboat passed a tow to *Girl Norma* and suggested that, while under tow, she should engage her forward gear. The manoeuvre worked; the fishing vessel's engine started, the tow was cast off and she resumed fishing while the lifeboat returned to station, arriving at 0525.

Lifeboat Services, December, 1982, January and February, 1983

Aberystwyth, Dyfed

D class inflatable: January 17 and February 23 (twice)

Aldeburgh, Suffolk

37ft 6in Rother: December 20

Amble, Northumberland

37ft 6in Rother: December 12, 28 and January 3

Angle, Dyfed

46ft 9in Watson: December 8

Appledore, North Devon

47ft Watson: December 24

Atlantic 21: December 24

Arklow, Co Wicklow

42ft Watson: January 13

Arranmore, Co Donegal

52ft Barnett: December 28, January 8, 13, 19, 21, 22, 26 and February 11

Ballycotton, Co Cork

52ft Barnett: January 8 and February 15

Barra Island, Inverness-shire

52ft Barnett: December 15

Barry Dock, South Glamorgan

52ft Arun: February 20

Beumaris, Gwynedd

Atlantic 21: January 29

Bembridge, Isle of Wight

Relief 46ft 9in Watson: January 4

48ft 6in Solent: February 24

Blackpool, Lancashire

D class inflatable: December 5, January 8 and 23 (twice)

Blyth, Northumberland

44ft Waveney: December 7

Bridlington, Humberside

37ft Oakley: December 7 (twice), 15, 29 and February 22

Brighton, East Sussex

Atlantic 21: February 21, 23 and 25

Broughty Ferry, Angus

52ft Arun: December 19

D class inflatable: December 19

Buckie, Banffshire

47ft Watson: January 27

Calshot, Hampshire

Relief 46ft 9in Watson: December 3, February 1 and 25

Clacton-on-Sea, Essex

37ft Oakley: February 7 and 18

Clogher Head, Co Louth

Relief 35ft 6in Liverpool: February 26

Clovelly, North Devon

Relief 71ft Clyde: December 31

Criccieth, Gwynedd

D class inflatable: December 28

Cromer, Norfolk

48ft 6in Oakley: December 12 and January 13

Douglas, Isle of Man

46ft 9in Watson: February 12

Dun Laoghaire, Co Dublin

Relief 44ft Waveney: January 22

Dunmore East, Co Waterford

44ft Waveney: December 10

Eastbourne, East Sussex

D class inflatable: February 27

Exmouth, South Devon

48ft 6in Solent: January 23

D class inflatable: December 11 and February 5 (twice)

Falmouth, Cornwall

Relief 52ft Arun: December 1, 9 and 16

52ft Arun: February 10 (twice)

18ft 6in McLachlan: December 4, 27 and January 14

Filey, North Yorkshire

Relief 37ft Oakley: January 11, February 10 and 27

Fishguard, Dyfed

52ft Arun: January 30

Flamborough, Humberside

35ft 6in Liverpool: December 15 (three times)

Fleetwood, Lancashire

44ft Waveney: January 5

Relief D class inflatable: January 6, 13, 27 and 28

Flint, Clwyd

D class inflatable: December 21, January 23, 30 and February 26

Fowey, Cornwall

33ft Brede: December 16

SERVICES AND LIVES RESCUED BY THE RNLI'S LIFEBOATS

January 1, 1983, to April 30, 1983: Services 446; lives rescued 199

THE STATION FLEET

(as at 30/4/83)

258 lifeboats, of which one Atlantic 21, three 18ft 6in McLachlan and 63 D class inflatable lifeboats operate in summer only

LIVES RESCUED 109,233

from the Institution's foundation in 1824 to 30/4/83, including shoreboat services

Fraserburgh, Aberdeenshire

48ft 6in Solent: December 6 and 18

Galway Bay, Co Galway

52ft Barnett: December 6, 24, 28, January 15 and 16

Great Yarmouth and Gorleston, Norfolk

44ft Waveney: January 13, 16 and February 11

Happisburgh, Norfolk

D class inflatable: February 19

Harwich, Essex

44ft Waveney: December 7, 19 and January 31

Atlantic 21: February 15

Hastings, East Sussex

37ft Oakley: January 25

Hayling Island, Hampshire

Atlantic 21: January 15, 26, 30 and February 27 (twice)

Helensburgh, Dunbartonshire

Relief Atlantic 21: January 22 and 29

Atlantic 21: February 20

Holyhead, Gwynedd

52ft Arun: December 4 and January 20

Howth, Co Dublin

Relief 46ft 9in Watson: December 5

47ft Watson: February 19

Hoyle, Merseyside

37ft 6in Rother: February 27

Humber, Humberside

54ft Arun: December 1, 4, 12, 28, 29, January 12 and 22

Hunstanton, Norfolk

Atlantic 21: December 25 and February 22

Ilfracombe, North Devon

37ft Oakley: January 19

Islay, Argyllshire

50ft Thames: February 16

Kirkcudbright, Kirkcudbrightshire

37ft Oakley: December 18

Kirkwall, Orkney

71ft Clyde: January 31

Largs, Ayrshire

Atlantic 21: January 18

Lerwick, Shetland

52ft Arun: December 22, January 5 (twice), 21, February 1, 3 and 22

Littlehampton, West Sussex

Relief Atlantic 21: December 29

Littlestone-on-Sea, Kent

Atlantic 21: January 30 and February 26

Llandudno (Orme's Head), Gwynedd

37ft Oakley: January 21, 22 and 30

Relief D class inflatable: January 22

Lowestoft, Suffolk

Relief 47ft Watson: January 9 and 23

Lyme Regis, Dorset

Atlantic 21: January 23

Lymington, Hampshire

Relief Atlantic 21: January 17

Lytham-St Anne's, Lancashire

46ft 9in Watson: December 3 and 30

Macduff, Banffshire

48ft 6in Solent: December 17 and 20

Margate, Kent

37ft 6in Rother: December 19, January 10 and February 19

D class inflatable: January 29 and February 28

Moelfre, Gwynedd

37ft 6in Rother: December 5 and January 1

Mudeford, Dorset

D class inflatable: December 1, January 17 and February 16

The Mumbles, West Glamorgan

47ft Watson: December 15 and 21

Newbiggin, Northumberland

Atlantic 21: January 6

New Brighton, Merseyside

Atlantic 21: February 27 and 28

Newhaven, East Sussex

44ft Waveney: December 9, 10, 31, January 13, 15, February 2 and 27

Oban, Argyllshire

33ft Brede: February 23

Penarth, South Glamorgan

D class inflatable: January 3, 30, February 2, 3 and 20

Penlee, Cornwall

46ft 9in Watson: December 18

Peterhead, Aberdeenshire

48ft 6in Solent: December 19

Plymouth, South Devon

44ft Waveney: December 4, January 4, 19 and February 12

Poole, Dorset

44ft Waveney: December 4 and 9

Dell Quay Dory: December 4, January 1, 15, 17 (twice), February 11 (twice) and 14

Portaferry, Co Down

D class inflatable: December 19 and 20

Port Erin, Isle of Man

37ft 6in Rother: February 23

Portrush, Co Antrim

52ft Arun: February 12 and 22

Portsmouth (Langstone Harbour), Hampshire

Atlantic 21: December 27, 30, January 15, 30 and February 1

Relief D class inflatable: December 27, 30 and January 15

D class inflatable: January 30 and February 27

Pwllheli, Gwynedd

37ft Oakley: December 5 and 28

Queensferry, West Lothian

Atlantic 21: January 4 and 13

Ramsgate, Kent

44ft Waveney: December 24

Redcar, Cleveland

37ft Oakley: January 22

Rosslare Harbour, Co Wexford

48ft 6in Solent: January 12, February 16 and 25

St Abbs, Berwickshire

D class inflatable: January 2

St Helier, Channel Islands

44ft Waveney: December 4 and January 18

Relief 44ft Waveney: December 12 and 14

St Ives, Cornwall

37ft Oakley: December 18 and January 23

St Mary's, Isles of Scilly

52ft Arun: February 6

St Peter Port, Channel Islands

52ft Arun: December 4, 12, January 9, 12 and February 27

Salcombe, South Devon

47ft Watson: December 30

Scarborough, North Yorkshire

37ft Oakley: February 1 and 4

Selsey, West Sussex

48ft 6in Oakley: December 29 (twice)

Sennen Cove, Cornwall

37ft 6in Rother: February 6 and 24

Sheerness, Kent

44ft Waveney: December 10, 14, 15, 19, 22.

Valentia's new 52ft Arun Margaret Frances Love was greeted when she arrived on station in February by the previous Valentia lifeboat, the 52ft Barnett Rowland Watts. The photograph was taken by Richard J. Robinson, a former crew member, now a Shoreline member.



January 3, 30, February 7, 17 and 27

D class inflatable: December 21, 22, January 3, 17, February 13, 24 and 27

Shoreham Harbour, West Sussex

37ft 6in Rother: December 9 (twice)

Skegness, Lincolnshire

37ft Oakley: December 3, 19 and January 14 (twice)

Southend-on-Sea, Essex

Atlantic 21: December 26 and January 15

D class inflatable: January 30

Southwold, Suffolk

Atlantic 21: December 20, 28 and January 31

Staithe and Runswick, North Yorkshire

Atlantic 21: January 22 and February 13

Sunderland, Tyne and Wear

47ft Watson: February 6 (twice) and 25

Swanage, Dorset

37ft 6in Rother: December 12

Tenby, Dyfed

46ft 9in Watson: December 1

Thurso, Caithness

48ft 6in Solent: December 11, January 7, 8 and 29

Torbay, South Devon

54ft Arun: December 2 and February 4

Troon, Ayrshire

44ft Waveney: December 27, January 23 and February 19

Tynemouth, Tyne and Wear

52ft Arun: January 23

D class inflatable: February 13

Walmer, Kent

37ft 6in Rother: January 9, 22 and February 9

Walton and Frinton, Kent

48ft 6in Oakley: December 7 and 19

Wells, Norfolk

Relief 37ft Oakley: January 3

West Kirby, Merseyside

Relief D class inflatable: January 30

West Mersea, Essex

Relief Atlantic 21: December 17, 18, January 16 and February 7

Weston-super-Mare, Avon

Atlantic 21: February 20

18ft 6in McLachlan: February 20

Weymouth, Dorset

54ft Arun: December 4, 5, January 7, 30 and February 6

Whitby, North Yorkshire

44ft Waveney: December 29, January 31 and February 10

Whitstable, Kent

Atlantic 21: January 2 (twice)

Wicklow, Co Wicklow

42ft Watson: December 12, January 2, February 7 and 8

Yarmouth, Isle of Wight

Relief 52ft Arun: December 23, January 17 and February 13

Youghal, Co Cork

35ft 6in Liverpool: January 8

ON 1082 on passage

52ft Arun: February 18

BBC LOCAL RADIO

Round England Cycle Rally

BBC LOCAL RADIO will launch a project in the form of a cycle rally from radio station to radio station on Saturday August 27, 1983. The intention is to raise enough money to fund a modern fast offshore lifeboat.

The main rally will start at Norwich and on the same day a group will also set out from Bamburgh. The two sections will join at York and continue west and south about, finishing at Norwich on September 25. Details will be announced on each local radio station asking for cyclists to take part and cycle 'one leg' (average distance 50 miles) and for the participants to obtain sponsorship. Precise details of the arrangements for the relevant legs will also be given and the radio stations will act as a post box for sponsorship forms and finally for the money collected.

Help has been offered by St John, Cyclists Touring Club and the Institute of Advanced Motorists to cover first aid, act as marshalls along the route and convey the cyclists back to the starting point at the end of each leg.

Support for this project will be welcomed, in particular, if it is possible to encourage friends, relatives and neighbours to take part or to find a local firm willing to sponsor a team on one of the 'legs'. The name of the person who raises the most sponsorship for each leg will be drawn from a drum and the winner will be asked to undertake the naming of the lifeboat.

Further information and advice can be obtained from:

- Your local BBC radio station
- David Penny, Radio Norfolk, Norfolk Tower, Surrey Street, Norwich
- Appeals Secretary, RNLI, West Quay Road, Poole, Dorset BH15 1HZ

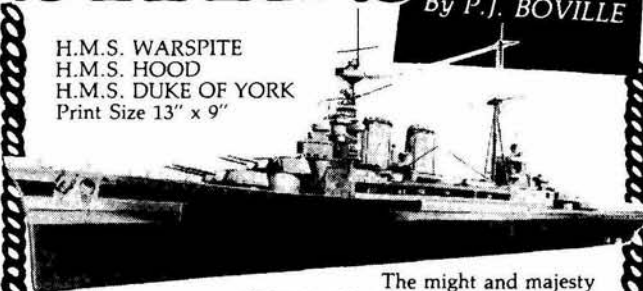
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PAINTINGS

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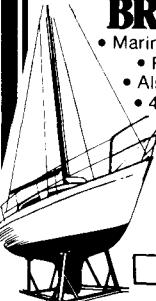
BRIAN WILLIAMS, ship modeller, is available at his studio to discuss clients' requirements for lifeboat models for naming ceremonies, retirements and mementoes, and other vessels, and is pleased that the David James Gallery, 291 Brompton Road, London, now permanently features his unusual work which is much sought after by collectors worldwide. West Rock, The Cleave, Kingsand, Nr Torpoint, Cornwall PL10 1NF. **RNLI WALL PLAQUES** – a new high quality hand-crafted item with full-coloured RNLI flag in relief, mounted on varnished shield 6½"×8¼"—£9.50 (P&P £2.25). Ideal for presentations with engraved plates with own wording £2.50 extra—Brian Williams, Marine Model Artist, 'West Rock', The Cleave, Kingsand, Nr Torpoint, Cornwall PL10 1NF (0752-822638).

BOOKS

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