

Volume XLVIII Number 479



The

Lifeline

Journal of the Royal National Lifeboat Institution

Spring 1982 25p



The Captain
takes his hat off
to the RNLI.



THE LIFEBOAT

Spring 1982

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Volume XLVIII Number 479

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COVER PICTURE

RNLB Barham, *Great Yarmouth and Gorleston's* 44ft Waveney class lifeboat, when on station in May 1980. She is named in memory of HMS Barham which was torpedoed in 1941 and more than half her cost was provided by a bequest from the brother of one of the 859 men lost when the battleship was sunk. Representatives of the 405 who were rescued from the sinking ship were present at the naming of RNLB Barham on September 17, 1980. Since going on station, Barham has launched on service 28 times and rescued 16 lives.

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 671133). Photographs intended for return should be accompanied by a stamped and addressed envelope.

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Further details on page 56

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For further information and booking form please write to:

Holidays for RNLI Supporters and Friends,
RNLI Scottish Office, 45 Queen Street,
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NOTES OF THE QUARTER

THE LOSS of Penlee lifeboat and her crew stunned people throughout Great Britain and Ireland and thousands of messages of sympathy from many parts of the world were received by the bereaved families. Before she was lost, the lifeboat *Solomon Browne* had taken four people off the coaster *Union Star* in appalling conditions and for this service the RNLI made posthumous awards of the gold medal for gallantry to Coxswain William Trevelyan Richards and bronze medals for gallantry to Second Coxswain/Mechanic James Stephen Madron, Assistant Mechanic Nigel Brockman, Emergency Mechanic John Robert Blewett, Crew Member Charles Thomas Greenhaugh, Crew Member Kevin Smith, Crew Member Barrie Robertson Torrie and Crew Member Gary Lee Wallis. Those from *Union Star* who also perished were the captain, his wife and two step-daughters and four crew members.

In accordance with its regulations the Institution is paying pensions to the dependants of the lifeboatmen at the same rate as are received by dependants of chief petty officers in the Royal Navy killed on active service. Donations poured into the local disaster fund set up by Penwith District Council and although it seemed that legal difficulties might hamper the distribution of the fund as deemed necessary by the trustees, these were overcome.

A private service of remembrance and thanksgiving for the lifeboatmen's families was held on January 22 in Paul Church and was attended by HRH The Duke of Kent, President of the RNLI, accompanied by the Duchess. A memorial service was held on February 15 in Truro Cathedral and was attended by the Prime Minister, Mrs Margaret Thatcher.

The RNLI is holding its own inquiry into the disaster and the Department of Trade is conducting a preliminary inquiry before deciding whether to hold a formal investigation into the loss of Penlee lifeboat.

More details of the disaster are given on page 40.

Danish lifeboat disaster

The Institution sent a message of deep sympathy to the Danish lifeboat authority on the loss of six lifeboatmen from Hirtshals on December 1, 1981. The six men were lost when their boat capsized in rough seas as they went to the rescue of three men from a wrecked Danish fishing vessel off north-west Jutland.

Icelandic bravery medals

The rescue last September of 11 men from the Icelandic coaster *Tungufoss* (see page 44) not only showed what good co-ordination can be achieved between rescue services but also brought a most sincere appreciation of the rescuers from the Icelandic Government. The President of Iceland, Mrs Vigdis Finnbogadottir, attended a special ceremony at the Hyde Park Hotel, London, on February 17 to present the Republic of Iceland's silver medal for valour to Coxswain/Mechanic Maurice Hutchens and the crew of Sennen Cove lifeboat and to Lt Nick Houghton and his helicopter crew from the Royal Naval Air Station at Culdrose. Mrs Finnbogadottir said that the medal, instituted in 1950, had only been awarded once before and added that the people of Iceland '... will never forget what you did, and what you do. I wish you to wear the medals often, because then I wish you long life'.

Presentations were also made by The Iceland Steamship Company, owners of *Tungufoss*, and the Icelandic Lifesaving Society to the two crews, and Martin Tregoning and Peter Baker, the Coast-

guard officers who co-ordinated the rescue, received special certificates.

The most touching speech came from Gunnar Thorsteinsson, captain of *Tungufoss*, who was lifted off his vessel minutes before she sank. With his crew, the captain had bought thick woollen Icelandic sweaters for the lifeboatmen, helicopter crew and coastguards 'for saving our lives'. The captain's perfect English expressed his thanks, but his presence reminded everybody that without the helicopter and lifeboat, he would not still be alive.

The lifeboatmen who received the medals were Coxswain/Mechanic Maurice Hutchens, Second Coxswain John Pender and Crew Members Cedric Johnson, Timothy George, Derek Angove, Phillip Shannon and Terence Greene.

Mrs Hoy retires

The retirement of Mrs Maire Hoy from the post of station honorary secretary of Clogher Head, Co Louth, marks the end of 20 years of dedicated service. Mrs Hoy took over the position 'as a temporary measure' when her husband, who had been honorary secretary for eight years, died suddenly. Her deputy launching authority was the harbour master and they usually consulted about lifeboat launches. During her time as honorary secretary, the lifeboat was launched about 50 times. Her son, Brendan, remains on the station committee as honorary treasurer. Mrs Hoy is the only woman to have served as a station honorary secretary in recent years and for her service she has been awarded the gold badge.

The late Mr W. T. Bishop

The death on January 16 of William T. Bishop, a Life Vice-President of the Institution, is reported with deep regret. Mr Bishop joined the Committee of Management in 1969, was elected a Vice-President in 1978 and a Life Vice-President in 1980.

In addition to the many other ways that William Bishop supported the Institution we remember with gratitude the generous and unstinting way in which he devoted so much of his time and professional experience to the Poole Project Working Party, as its chairman. Under his guidance, during the three-year life of the working party, the Institution's HQ in London, and depot at Boreham Wood, were uprooted and re-created in their new location in Poole, from which the operational and fund-raising backup functions of the RNLI are now performed.

Poole Head Office and Depot Telephone Number: From Wednesday March 31, 1982, the Poole head office and depot telephone number becomes **Poole 671133**. At the same time the STD area code for Poole callers outside the local area becomes **0202**.



The President of Iceland, Mrs Vigdis Finnbogadottir, with Coxswain/Mechanic Maurice Hutchens of Sennen Cove (c) and Gunnar Thorsteinsson, captain of the Icelandic coaster *Tungufoss*. For the rescue of 11 men from *Tungufoss* last September, Mrs Finnbogadottir presented the Republic of Iceland's silver medal for valour to Coxswain Hutchens and the crew of Sennen Cove lifeboat and to Lt Nick Houghton and his helicopter crew from RNAS Culdrose.

PENLEE

THE LOSS OF SOLOMON BROWNE AND HER CREW, DECEMBER 19, 1981

PENLEE LIFEBOAT, the 47ft Watson class *Solomon Browne*, with her coxswain, Trevelyan Richards, and all on board, was lost on the night of Saturday December 19 during a service to the 1,400 ton coaster *Union Star*, registered in Dublin.

Solomon Browne had launched in a violent storm to go to the aid of *Union Star* which had reported engine failure when eight miles east of Wolf Rock Lighthouse and which was drifting rapidly on to the cliffs four miles south west of Penlee lifeboat station; there were eight people on board, including one woman and two teenage girls. The weather was atrocious. The wind, blowing from south by east, increased to hurricane force 12, gusting to 90 knots; there was a heavy ground swell and the mountainous seas were reported to be 60ft high; in driving rain, visibility was very poor. So bad were the conditions that in spite of many attempts a Royal Navy Sea King helicopter, piloted by Lt-Cdr Russell L. Smith, USN, was unable to lift off any of the coaster's crew.

Coxswain Richards repeatedly took his lifeboat alongside the coaster in these appalling conditions to try to rescue the eight people on board. Latterly on at least two occasions the lifeboat was lifted by a huge wave on to the deck of *Union Star*, then sliding stern first back into the sea. Subsequently Coxswain Richards drove her alongside once more and four people on the deck jumped into the lifeboat. The *Solomon Browne* was observed to have slammed hard against the coaster's side but was seen moving away, apparently still under control.

The last radio message from the lifeboat confirmed that four people had been rescued and before returning to their base the helicopter crew saw *Solomon Browne*, then only about 50 yards off the steep-to rocky shore, turn, possibly to make another approach. There was no further radio contact with the lifeboat, but her lights were seen to disappear some ten minutes later, at about the same time that *Union Star* was overwhelmed and laid on her side to the west of Tater-du Lighthouse.

Despite many hours search through the night and the following day by the St Mary's, Isles of Scilly, 52ft Arun lifeboat *Robert Edgar* under the command of Coxswain Matthew Lethbridge, by The Lizard-Cadgwith 52ft Barnett lifeboat *The Duke of Cornwall (Civil Service No 33)* under the command of Coxswain/Mechanic Peter Mitchell, by helicopters, by HM Coastguard coast rescue teams and by fishing vessels, no survivors were recovered from either *Solomon Browne* or *Union Star*. The relief 37ft Oakley lifeboat *The Vincent Nesfield*, temporarily on station at Sennen Cove, also launched to search very early on December 20 under the command of Coxswain/Mechanic Maurice Hutchens but, heading into the full force of the storm and with wind against tide increasing the ferocity of the already tremendous seas, she was unable to round Land's End and had to return to station; she launched again to help in the later stages of the search.

Awards for gallantry have been made to the coxswain and crew of *Solomon Browne* for the rescue of four people from *Union Star*, despite the tragic end

to their efforts. The gold medal for outstanding gallantry was awarded to Coxswain William Trevelyan Richards and the bronze medal for gallantry was awarded to each member of the lifeboat's crew: Second Coxswain/Mechanic James Stephen Madron, Assistant Mechanic Nigel Brockman, Emergency Mechanic John Robert Blewett, Crew Member Charles Thomas Greenhaugh, Crew Member Kevin Smith, Crew Member Barrie Robertson Torrie and Crew Member Gary Lee Wallis. A gold medal service plaque was awarded to the station.

In the tragedy which followed their successful endeavours all eight men gave their lives. Those in *Union Star* who also perished were the captain, his wife and two step-daughters, and four crew members.

For the part they played in the subsequent search, letters of appreciation signed by Rear Admiral W. J. Graham, director of the Institution, were sent to Coxswain Matthew Lethbridge and his crew of St Mary's, Isles of Scilly, to Coxswain/Mechanic Peter Mitchell and his crew of The Lizard-Cadgwith, and to Coxswain/Mechanic Maurice Hutchens and his crew of Sennen Cove. Letters signed by Rear Admiral Graham were also sent to Rear Admiral E. R. Anson, Flag Officer Naval Air Command, Yeovil, and Captain R. C. Dimmock, RN, the commanding officer of RNAS Culdrose, expressing the Institution's thanks to Lt-Cdr Russell L. Smith, USN, and the other helicopter pilots and crews who had taken part in the attempted rescue and the search which followed.

Immediate support

In accordance with the Institution's normal practice following an accident to a lifeboat, senior members of headquarters staff, led by the deputy chief of operations, Cdr George Cooper, as well as local coast and district organising staff, set out for Penlee as soon as it was known that *Solomon Browne* had been lost to assist the bereaved families with any immediate financial or other needs and to start an investigation into the cause of the disaster. The Department of Trade also opened a preliminary inquiry and both investigations are still in progress.

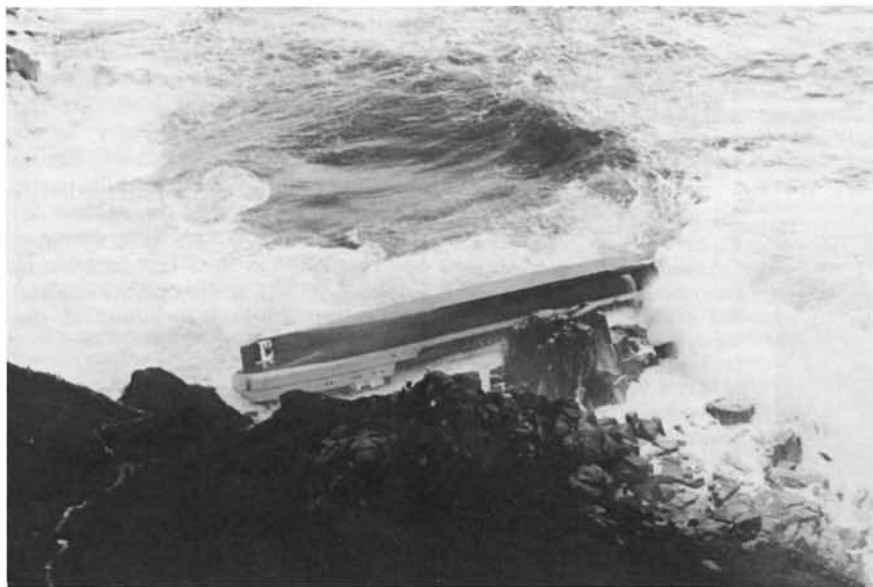
Rear Admiral Graham, called from an international aircraft just about to take off from Gatwick Airport, reached Penlee on Sunday afternoon.

Lifeboat cover

Following the loss of *Solomon Browne*, everyone at Penlee asked at once that they should be provided with a replacement lifeboat. The 70ft Clyde relief lifeboat *Charles H. Barrett (Civil Service No. 35)* sailed to Newlyn the same day to provide immediate lifeboat cover for the area; she was under the command of a staff coxswain and her full-time crew were augmented by Penlee volunteers who, in preparation for

The coaster *Union Star* overwhelmed and on the rocks west of Tater-du Lighthouse.

photograph by courtesy of RNAS Culdrose



the arrival of a temporary boat, started crew training straight away under the guidance of the divisional inspector of lifeboats (South West), Leslie Vipond, and his deputy, Christopher Price.

After Christmas the 46ft 9in Watson relief lifeboat *Charles Henry Ashley* was sent to Penlee to continue crew training; she was later replaced by another lifeboat of the same class from the relief fleet, *Guy and Clare Hunter*, which had been stationed at St Mary's, Scilly Isles, from 1955 to 1981. On February 5 *Guy and Clare Hunter* was officially placed on service, with Staff Coxswain Tom Beattie as her temporary coxswain; she is expected to remain on station until a new replacement lifeboat is ready.

Messages of sympathy

The whole country, indeed the whole world, shared in the sorrow of the bereaved families, of the Cornish village of Mousehole where the Penlee lifeboatmen lived, and of every member of the Institution. Messages of admiration for her gallant crew and for their families came from far and wide. Among the first to arrive, early on Sunday morning, December 20, were telegrams from HRH The Duke of Kent, President of the Institution, and from the Duke of Atholl, the Chairman. From HM The Queen, a Patron of the Institution, came the telegram:

'Prince Philip and I have heard with great regret the tragic news of the loss of the Penlee lifeboat and her crew. I would like to record our admiration for their bravery and self-sacrifice. Please convey a message of deepest sympathy to their families.'

from HRH The Prince of Wales:

'As Honorary Commodore of HM Coastguard, I was appalled to hear of the tragedy which befell the Penlee lifeboat and hope that you can convey my very deepest sympathy to the families of those who so gallantly lost their lives.'

and from the Prime Minister, Mrs Margaret Thatcher:

'It was with deep sorrow that I heard the news of this dreadful tragedy which has befallen the brave and selfless men of the Penlee lifeboat. I send my heartfelt sympathy to the families who have suffered this terrible loss, in this of all weeks of the year. I also express my great admiration for the wonderful spirit of all those who serve with the Royal National Lifeboat Institution.'

Messages came from TRH The Prince and Princess Michael of Kent, from Government departments concerned with the sea at home and abroad, from all those organisations with which the RNLI co-operates in the work of marine search and rescue, from members of the Committee of Management and from RNLI lifeboat crews, stations and financial branches and guilds, from lifeboat organisations all round the world, from seafarers' associations, from yachting associations, from shipping lines, shipbuilders, town councils and from many other associa-

tions, and thousands of individuals. Together with deep sympathy came warm-hearted, generous help in many forms, both financial and practical.

Continuing help

When lifeboatmen are lost on service, in addition to state pensions, their widows and dependants receive from the Institution pensions equivalent to those paid to widows and dependants of a chief petty officer in the Royal Navy killed on active service. Such pensions are being received by dependants of the crew of *Solomon Browne*.

On the day following the tragedy an independent Penlee Disaster Fund was set up by the Chairman of Penwith District Council to help the families, and another fund was set up by local fishermen. Mr David Robinson of Cambridge generously promised to provide the entire cost of a new lifeboat to replace *Solomon Browne*.

Many donations were also received by the RNLI towards the continuing cost of pensions to the dependants, towards the support of widows of other disasters, for the general funds of the Institution and towards the cost of a replacement lifeboat. Those concerned were advised that contributions received for this last purpose would be placed in a restricted fund and used either to help in re-establishing the Penlee station or towards the cost of another lifeboat for the RNLI fleet in due course.

The response was overwhelming. Donations ranged from thousands of pounds to small amounts of silver. Many donations were anonymous, but with most came a personal letter of condolence. Gifts came from corporate bodies and associations; they came from people of all ages and all callings. Crew members from other stations collected among themselves and where they or members of branches and guilds approached the general public they were given most wonderful support; there was no need to ask for contributions—the difficulty was in coping with the response. Collections were made through newspapers and in pubs; the elderly sacrificed their Christmas pension bonuses; children thought up all manners of ways of helping—carol singing, giving up Christmas presents, one boy even sent all his paper round Christmas boxes. A number of special fund-raising events were quickly arranged, including a concert given by six Cornish Male Voice Choirs together with St Ives Youth Band at Truro Cathedral, where, a few days later, a service was to be held in memory of the lifeboatmen who gave their lives. The Dean of Belfast, Venerable Samuel B. Crooks, was in the middle of his seventh Christmas vigil for charity on the steps outside Belfast Cathedral when the Penlee disaster occurred; he announced that amounts over and above his target of £15,000 for other charities would go to the RNLI and he subsequently for-

warded a cheque for £6,000 to the headquarters at Poole.

So great was the response that by the time the Penwith District Council Penlee disaster fund was closed on February 15, more than 2½ million pounds had been contributed—and every penny was an expression of personal concern for those who had given so much more of so much greater value.

Services of remembrance

Sadly only four funerals have been possible and so a special family service of remembrance and thanksgiving was arranged in Paul Parish Church, followed by an RNLI Memorial Service in Truro Cathedral. Cdr Peter Sturdee, former district organising secretary (SW), who had been at Mousehole since very early on the morning after the disaster, was asked to plan and organise both services.

At Paul

Friday January 22, a sunny but chilly and windy winter's day. The ancient church of Paul, its half-muffled bells tolling, waited to enfold the mourning families of the Penlee lifeboatmen in a service of remembrance and thanksgiving. Lining the path from road to church porch stood 25 lifeboatmen in RNLI jerseys forming the guard of honour. The church filled for this family service to the quiet singing of the choir and then came the head of the lifeboat family and his wife, TRH The Duke of Kent, President of the RNLI, and the Duchess, followed during the singing of the first hymn by the colour party bearing the RNLI standard.

It was a time of great emotion, with sadness and joy mingled and inseparable, but over all there was a tremendous surge of pride in the memory of eight brave men from the small village of Mousehole.

The Duke of Kent read from the Epistle to the Romans *'If God be for us who can be against us?'*, and then Mousehole Male Voice Choir sang with rare beauty and feeling *'Sunset and evening star and one clear call for me'*.

Clive Gunnell, who had featured Penlee lifeboat and her crew in his *'Walking Westward'* television series, gave the address; in being asked to do so, he said, he had been afforded the greatest honour in his life. A fine and sensitive address contained:

'What can I talk about? I can talk about the spirit of the men of Penlee, the spirit of all communities whose livings are made in an element of uncertainty and danger. In which the called "Cheerio!" from the front door in the morning could be the final cheerio of that life.'

He concluded:

'Let us remember the spirit of these men and do nothing that will let them down. In that way we will all build such a memorial that will not only last our lifetime, but that we can hand on to future generations who will need that spirit even more than we do ourselves.'

The service was conducted by the Reverend Hugh Cadman, vicar of Paul and chaplain for Penlee lifeboat station; telling his congregation that the service was for those men of *Solomon Browne* who gave their lives in the hope that others might live, he also remembered those of *Union Star* who died with them on that fateful night. The Reverend Cadman was supported by the Reverend Tom Vidamour, Methodist Minister of the chapels in Mousehole, and by Superintendent Desmond Cole of the Royal National Mission to Deep Sea Fishermen Ship Institute of Newlyn.

The service was relayed to a marquee on the adjoining car park where gathered some 250 local people, the committees of Penlee branch and ladies' guild and many others.

Afterwards, in the privacy of the vicarage, The Duke and Duchess of Kent met the bereaved families, and later they met members of the Penlee crew, station branch committee and guild and RNLI officials in the King's Arms Inn. Just before leaving, the Duchess gave her own personal gift: a silver engraved cross and chain for each widow or mother.—J.P.

At Truro

The Cathedral Church of St Mary, in Truro, was filled with more than 1,300 people on Monday February 15 for a memorial service in commemoration of the crew of the Penlee lifeboat *Solomon Browne* and those they sought to save on December 19, 1981. The service was arranged by the RNLI and led by the Lord Bishop of Truro, The Right Reverend Peter Mumford.

The Prime Minister, Mrs Margaret Thatcher, and her husband Denis, attended in response to a request from Mousehole, and they were accompanied by John Nott, Defence Secretary and Member of Parliament for the St Ives Division.

The Lord Lieutenant of Cornwall, the Viscount Falmouth, and the High Sheriff, Major E. W. M. Magor, were present together with the Duke of Atholl, Chairman of the RNLI, mem-

bers of the Committee of Management, the director, Rear Admiral W. J. Graham, and senior officers of the RNLI. Also in the congregation were other members of Parliament, representatives of HM Coastguard, the Royal Navy and Royal Air Force, County and District Councils, the Police and St John's Ambulance, as well as the Penlee disaster fund trustees.

Crew members from 11 lifeboats joined them, and the congregation was largely composed of representatives of lifeboat stations, branches and guilds from all over the country who had come together to support the relatives of the lost crew.

Even before the service began, the assembly of such a large body of the lifeboat community in these islands was a moving experience in itself and the Band of HM Royal Marines, Commando Forces, in the south transept, played 'Nimrod' as a solemn prelude.

As the opening hymn, 'Love Divine, all loves excelling', was sung the standard of the RNLI was presented at the High Altar by three lifeboatmen of Penlee to the Archdeacon of Cornwall, The Venerable A. Wood. Following the Twenty-third Psalm, the lesson, taken from the Revelation of St John the Divine, 'And I saw a new heaven and a new earth . . .' was read in the strong Cornish voice of Coxswain Maurice Hutchens of Sennen Cove lifeboat station, Penlee's nearest neighbour.

The Lord Bishop of Truro, in beginning his address, confessed that he had only recently come to Cornwall but he went on to say that when he visited the shores of Mount's Bay on that terrible morning in December he learnt more in a day about Cornwall and its people than he might otherwise have discovered in many months, even years:

'It taught me something of the marvellous solidarity of the people round our coast, and indeed inland, who for centuries have been dependent on the sea and on each other. Because it struck a chord of generosity in so many hearts, it showed me what compassion is here, quickly, spontaneously brought to the surface. But Pen-

lee searched me about myself. Could I match their courage? was the question I asked of myself and of you . . . Christian preacher, as I hope I am, I serve you ill if I do not declare finally that Penlee points all of us to God.'

Everyone knew the risks of the lifeboat precisely, said the Bishop . . .

'Perhaps you know of the widow who said to me the morning after the tragedy: 'My husband warned me three weeks ago that this might happen, and that if it did I was not to make a fuss because he knew the risks'. This is the very stuff of the RNLI. There is no need for us to describe to each other the magnificent courage and self-discipline which marks all its sea going members.'

He recalled the well-known description of a lifeboat given many years ago by Sir Winston Churchill:

'It drives on with a mercy which does not quail in the presence of death. It drives on as a proof, a symbol, a testimony, that man is created in the image of God and that valour and virtue have not perished in the British race.'

The Lord Bishop spoke of the anguish resulting from the arbitrary destruction of lives by the inexorable energies of the Universe. We did not know why God allows it, he continued, but we did know that He sends the lifeboat—many, many different kinds of lifeboat, because He is much more fully revealed in the rescue operations which surround human tragedy than in the tragedies themselves.

After prayers by The Reverend Ian Haile, Chairman of the Cornwall Methodist District, and The Very Reverend Canon Michael Walsh, the Roman Catholic Dean of Cornwall, the Penlee lifeboatmen processed back down the chancel with the RNLI standard. They then turned to lower their standard before the Cross of Christ while Royal Marine buglers, high up in the north transept gallery and accompanied by the Royal Marine Band, sounded the haunting notes of the Sunset Ceremony. It was a mark of respect to Our Lord and it was also a mark of respect to the eight crew of *Solomon Browne*—nine men who had all made the supreme sacrifice.

The clear call of the bugles died away, the Lord Bishop pronounced the Blessing and the congregation turned to the west door to the accompaniment of Bach's Prelude and Fugue in E Minor played on the Cathedral organ by John Winter.

After the service, and before returning to London, Mrs Thatcher met the families and immediate relatives of the crew of *Solomon Browne* in the Chapter House. Outside in the Cornish sunshine of a brilliant day, the members of the congregation, as they made their way down the steps past the file of young members of the new Penlee crew, must have felt not only a sense of remembrance but of a looking forward to a future worthy of the sacrifice in the past.—J.C.



Sunset Ceremony, Truro Cathedral: while Royal Marine buglers, accompanied by the Band of HM Royal Marines, Commando Forces, sounded evening colours, Penlee lifeboatmen lowered the RNLI standard before the Cross of Christ.

photograph by courtesy of Camera Craft

LIFEBOAT SERVICES

Scotland South Division

Fourteen rescued

A TRAWLER, *Erlo Hills*, ashore north west of the Mull of Kintyre, Argyllshire, was reported by Clyde Coastguard to the honorary secretary of **Campbeltown** lifeboat station at 0655 on Friday October 2, 1981. Maroons were fired at 0700 and six minutes later Campbeltown's 52ft Arun lifeboat *Walter and Margaret Couper* slipped from her pontoon berth under the command of Coxswain/Mechanic Alexander Gilchrist.

Once clear of Campbeltown Loch a series of southerly courses were set towards the Mull of Kintyre. At this time there was a fresh breeze, force 5, blowing from the north with a moderate sea. Visibility was good except in intermittent rain showers. The tide was four hours ebb running south at about half a knot.

During the passage south an amended position for the casualty was received from Clyde Coastguard. *Erlo Hills* was then thought to be on Paterson's Rock or the Boiler Reef, both in the vicinity of Sanda Island. At 0757 Coxswain Gilchrist reported that both positions had been thoroughly searched and that there was no sign of the trawler in that area.

Shortly afterwards, at 0807, Clyde Coastguard reported that the correct position of *Erlo Hills* was off the east coast of Rathlin Island, Co Antrim, Northern Ireland. A British coaster, *Ceol Mor*, had reported seeing the trawler while passing through Rathlin Sound on passage from Rathmullan, in the Republic of Ireland, to Cairnryan. *Ceol Mor* was asked to investigate and stand by until the lifeboat arrived. Clyde Coastguard now handed over communications to Belfast Coastguard, who were able to confirm that *Erlo Hills*, 120ft LOA, was nearly two miles south of Altacarry Head on the east coast of Rathlin. She had a crew of 14, all of whom but the skipper were Spanish. **Portrush** lifeboat had been asked to launch, but the request had been cancelled by Belfast Coastguard as Campbeltown lifeboat was already at sea and now heading for Rathlin.

By the time Campbeltown lifeboat had cleared the lee of the Mull, at 0850, the northerly wind had increased to

near gale, force 7. The sea was rough with a low north-westerly swell and visibility was reduced to poor in the heavy rain squalls. At this time the radar failed and from then on navigation was entirely by Decca Navigator.

Campbeltown lifeboat arrived off Rathlin at 0925 to find the trawler aground forward, heading south west, with her stern still afloat in about 12 feet of water. The wind was now gusting to strong gale, force 9. Although the sea was rough, it was not too bad close to the trawler because of the lee provided by the reef on which she was aground. *Ceol Mor* was standing by and at her request the lifeboat passed a towline to the casualty so that an attempt could be made to refloat her on the rising tide. First, however, Captain S. Hamilton Nixon, master of *Ceol Mor*, asked the lifeboat to take a line from the coaster's port bow to hold her head up into the weather while she was towing the trawler off, because *Ceol Mor* was low powered and she was also light ship.

After one line had been passed but had parted under the strain, a second line was passed successfully. It was found, however, that the lifeboat did not have enough power to keep the coaster's head up into the weather. At about 1040 Captain Nixon decided to slip the line from the lifeboat and also slacken the towline to the trawler. Then, displaying considerable ship-handling ability in the strong gale force winds and rough seas, he steamed round in a circle over the towline to get back up to windward of the casualty. During this manoeuvre *Ceol Mor* passed within feet of the reef on which the trawler was aground.

At about 1100 *Erlo Hills* was successfully refloated and towed offshore to the north east for almost a mile. By 1130 the trawler's skipper had completed an inspection of his vessel and confirmed he had power, so it was agreed that *Ceol Mor* should slip the tow and continue her passage to Cairnryan; the lifeboat would escort the trawler to Campbeltown for repairs.

The wind was still northerly force 9 with short, steep breaking seas thrown up by the strong tidal eddies of the area.

Shortly after *Ceol Mor* had departed it became apparent that all was not well aboard *Erlo Hills*; once underway she started going round in circles, her steering gear jammed, and as the lifeboat approached to investigate the trawler's main engine broke down. Wind and tide immediately started to set the casualty back towards the shore. The skipper refused Coxswain Gilchrist's offer to take off the crew, so it was agreed that the lifeboat should try to tow the trawler back into deeper water.

On the second attempt, with the casualty only 200 yards from the shore, a towline was passed and secured and at 1220 the lifeboat started to tow the trawler out to sea. Both vessels were constantly being struck by large breaking beam seas up to 15 feet high, and,

with the yawing of the trawler due to her damaged steering gear, the lifeboat was having considerable difficulty in making any headway at all.

Realising that the situation was becoming serious, and as the casualty's crew were unwilling to abandon ship, Coxswain Gilchrist asked *Ceol Mor* to put about and return to help.

After towing *Erlo Hills* about a mile offshore Coxswain Gilchrist ordered the towline to be slipped because the casualty was no longer in immediate danger and the risk of the lifeboat capsizing due to the effect of the tow was too great. At about this time Campbeltown lifeboat's Y class inflatable dinghy was dislodged by a particularly heavy sea, but she was quickly re-secured by Crew Members John Stewart and Arthur Gillies.

Ceol Mor arrived back on scene at 1300 and asked the lifeboat to go in and pick up a tow line from the casualty. The trawler's skipper, however, had been making radio link calls to Spain and the South of England, and refused to pass a tow.

The radio link calls continued and at 1442, Captain Nixon decided that *Ceol Mor* would have to make for Campbeltown because her fuel was running very low. The honorary secretary of Portrush lifeboat station was alerted again, and the 52ft Arun *Richard Evans* (*Civil Service No. 39*) slipped her moorings and set out under the command of Coxswain James Stewart to take over from Campbeltown lifeboat, still standing by the drifting trawler.

At 1510 the skipper of *Erlo Hills* reported that his owners had instructed him to obey all instructions from the lifeboat. Once again Coxswain Gilchrist asked that *Ceol Mor* return to take the casualty in tow. Captain Nixon agreed, but said he could only tow the casualty round into the lee of Church Bay on the south side of Rathlin because of the state of his bunkers.

By about 1530 the wind had increased to storm force 10 with very rough confused seas estimated to be 25 feet high. *Erlo Hills* was on the edge of Macdonnell Race which runs off Altacarry Head, with the wind over tide. Coxswain Gilchrist manoeuvred the lifeboat across the bows of the trawler and the Spanish crew passed the towline. This was then taken to the coaster and transferred under extremely difficult conditions. The two vessels were only feet apart and the coaster's stern was, at times, high above the lifeboat with her propeller thrashing out of the water. Several waves broke across the after deck of the lifeboat engulfing the crew as they passed the line to the coaster.

Unfortunately once the tow was secured the line parted and the whole manoeuvre had to be repeated. Once again the towline parted. As it was now thought to be too dangerous to try to pass the towline this way, several attempts were made to pass it by rocket line. Each time, the towline parted. By

September 19 and 20, 1981: Thirty-one lifeboats launched on service, some of them more than once, during this weekend of gales, when 28 lives were rescued and five boats saved. The services are listed opposite and three of them, for which awards were made, are reported in these pages. The following notes on the weather system of these two days were kindly prepared for THE LIFEBOAT by Mr B. Laird of Southampton Weather Centre:

After the first ten days September 1981 became very unsettled with rain and strong winds crossing the British Isles on many days. On the night of September 17/18 a small depression was first identified over the Western Atlantic near St Johns in Newfoundland. This new low, called low γ on our charts, moved rapidly eastwards in the strong westerly flow on the southern flank of a large depression which was almost stationary to the south of Iceland. Low γ moved some 1,200 miles in the next 24 hours with central pressure falling from 1018 mbs to 1002 mbs. Twenty-four hours further development brought the rapidly deepening low γ to a position some 300 miles west of Land's End, central pressure 980 mbs by midday on Saturday September 19. Pressure falls ahead of the low exceeded 3 mbs per hour as it moved north-eastwards during the evening and night.

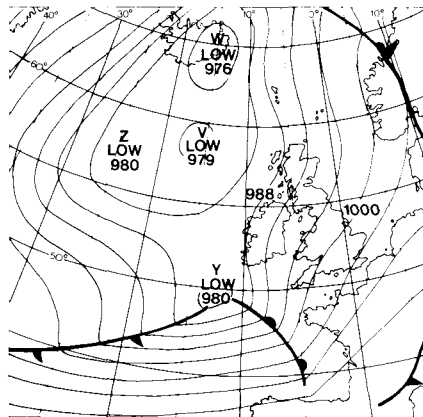


Chart for 1200 GMT, Saturday September 19.

Rain reached Cornwall in the early afternoon on Saturday September 19 and extended rapidly north-eastwards to reach all parts of the country with the exception of north-east Scotland by midnight. Most of the rain was heavy and driven by gale or severe gale force winds which left a trail of damage across the land. The main marquee at Southampton Boat Show was blown down in the early evening and about that time a maximum gust of 52 knots was recorded by the anemograph at Calshot on Southampton Water. At Prestatyn in North Wales a block of 12 holiday chalets was wrecked by the very strong winds.

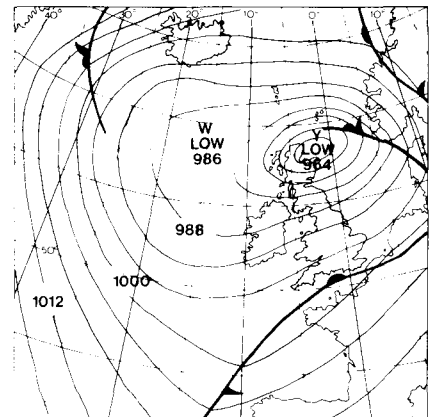


Chart for 1200 GMT, Sunday September 20.

By dusk on Saturday the low, now with a central pressure of 972 mbs, was in St George's Channel and by midnight it was some 4 mbs deeper close to the Isle of Man. The low achieved its lowest pressure of 964 mbs over the Moray Firth at dawn on Sunday and was still encircled by extremely strong winds. The low moved northwards and started to fill later on Sunday as it passed between Orkney and Shetland. By Monday gales were confined to the Northern Isles. The low, having spent most of its energy, was then slow moving to the north of Shetland, with a central pressure of 974 mbs.

about 1710 *Ceol Mor* was so low on fuel that she could remain no longer and she set out for Campbeltown leaving the lifeboat standing by.

Once the coaster had departed the skipper of *Erlo Hills* told the lifeboat that his crew were ready to abandon ship. On Coxswain Gilchrist's instructions, they mustered on the starboard side of the casualty while his own crew took up their position along the starboard side of the lifeboat attaching their lifelines so that they would have both hands free. Then, with the lifeboat's shoulder heavily fendered, the coxswain made his first approach.

As she was set north along the east coast of Rathlin *Erlo Hills* had been carried into the Macdonnell tide race. With the northerly storm over a spring ebb tide the breaking waves were up to 30 feet high at times.

With great skill and determination Coxswain Gilchrist drove the lifeboat's starboard shoulder alongside the waist of the heavily-rolling trawler and his crew managed to pluck one of the Spanish crew off as the foredeck came level with the trawler's bulwark. Five times more Coxswain Gilchrist manoeuvred alongside and, under the direction of Second Coxswain Robert Scally, the trawler's crew were pulled aboard the lifeboat in twos and threes. All 14 were safely aboard by 1730 and *Erlo Hills* was abandoned 1½ miles north of Altachuilie Bay. It was just after this that Portrush lifeboat arrived after a very rough passage and search; as all the trawlermen had been taken off, she set course for station, and she was back on her moorings at 2045.

With all the survivors safely below,

Campbeltown lifeboat made her return passage to station at reduced speed, with the boat frequently being laid over by the heavy breaking beam seas. Visibility throughout was less than three miles, but a good landfall was made using the Decca Navigator. She arrived at station at 2030, where the survivors were landed and provided with accommodation for the night. After refuelling the lifeboat was back on her moorings, ready for service, at 2130.

The trawler, *Erlo Hills*, eventually came out of the tide race and was blown ashore at Farganlack Point.

For this service the silver medal was awarded to Coxswain/Mechanic Alexander Gilchrist and the thanks of the Institution inscribed on vellum were accorded to Second Coxswain Robert Scally, Assistant Mechanic Samuel B. Brodie, Second Assistant Mechanic Lawrence Ferguson and Crew Members John D. Stewart and Arthur Gillies. The thanks of the Institution inscribed on vellum were also accorded to Captain S. Hamilton Nixon, owner/master of the British coaster *Ceol Mor*, and vellum certificates were presented to members of his crew, Captain George A. Hamilton, Nigel A. K. MacKenzie and Lewis A. MacLellan.

South West Division Coaster founders

AN ICELANDIC COASTER, *Tungufoss*, in distress four miles south of Longships Lighthouse, was reported by Land's End Coastguard to the deputy launching authority of **Sennen Cove** lifeboat

station at 2027 on Saturday September 19, 1981; the coaster was heeled over and there were 11 men on board.

Maroons were fired at 2035 and ten minutes later Sennen's 37ft 6in Rother lifeboat *Diana White* launched on service under the command of Coxswain/Mechanic Maurice Hutchens. A period of prolonged heavy rain had ended within the past hour, leaving in its wake heavy squalls carried along by the gale to strong gale, force 8 to 9, blowing from west south west. It was a moonlit night, however, and between the squalls visibility was good. The seas and the swell were heavy and it was one hour before high water, three days after spring tides.

When the wind is from the south west, Sennen Cove lifeboat slipway is given a little protection by a short pier, but at the time of launching each swell was being thrown skywards as it hit the pier and passed over it. Some of this water was carried by the wind to fall as very heavy spray. Once launched, the lifeboat's first leg, parallel to the beach, was down wind, but severe motion was experienced as the boat turned to port and steamed at full speed across the wind making her seaward course down the leading marks.

After rounding Cowloe Rocks, a south-westerly course was set and as soon as Land's End was cleared *Tungufoss* could be seen. Her lights were still on and two other vessels, the coaster *Kilkenny* and the Norwegian tanker *Fiordshell*, were standing by.

The Sea King helicopter scrambled from RNAS Culdrose arrived over the casualty at 2117 and, flying at 100 feet with the wind averaging 55 to 60 knots

Lifeboat services between 0030 on Saturday September 19 and 1810 on Sunday September 20, 1981

Date and time of service	STATION	TYPE OF LIFEBOAT	CASUALTY	Hours at sea	Lives rescued	People landed	Vessels saved	Vessels helped	Services rendered
19.9.1981									
0030	Great Yarmouth and Gorleston	44ft Waveney	Motor cruiser <i>Albert Edward</i>	4.50	—	—	—	1	Gave help
0203	Cullercoats	D class inflatable	Woman in sea	0.25	—	—	—	—	No service
0213	Shorcham Harbour	D class inflatable	Swimmer	0.35	1	—	—	—	Rescued 1
0709	Walmer	37ft 6in Rother	Cargo vessel <i>Sanaa</i> of Saudi Arabia	4.65	—	—	—	1	Gave help
1005	Sheerness	44ft Waveney	Cabin cruiser <i>Danellan</i>	2.50	—	—	—	1	Gave help
1450	Holyhead	52ft Barnett	Sick man on board yacht <i>Simark</i>	1.90	—	—	—	1	Gave help
1500	Barrow	D class inflatable	Motorboat	0.50	—	—	—	1	Gave help
1555	Swanage	37ft 6in Rother	Motor fishing vessel <i>Outlaw</i>	2.90	1	—	—	—	Rescued 1
1610	Hayling Island	Atlantic 21	Two sailboards		2	—	2	—	Rescued 2 and saved 2 sailboards
			Yacht		—	—	—	1	Gave help
			Boy on breakwater		1	—	—	—	Rescued 1
			Cabin cruiser	3.66	—	—	—	1	Escorted boat
			Yacht		4	—	—	—	Rescued 4
			Catamaran		1	—	—	—	Rescued 1
			Trimaran		—	3	—	—	Landed 3
1625	Fowey	46ft Watson	Yacht <i>Anna Purna</i>	2.85	—	—	—	1	Escorted boats
1627	Portsmouth (Langstone Harbour)	Atlantic 21	Sailboards	2.90	—	—	—	—	No service
1635	Calshot	40ft Keith Nelson	Two youths	0.50	—	—	—	—	Stood by
1730	Calshot	40ft Keith Nelson	Sailing dinghy		—	—	—	1	Gave help
			Sailing dinghy in tow of rubber dinghy		—	—	—	2	Escorted boat
			Trimaran <i>Brittany</i>	3.66	—	—	—	—	
			<i>Ferries GB</i>		—	—	—	1	Gave help
			Rowing boat		—	—	—	—	No service
1730	Poole	Dell Quay Dory	Motorboat	1.50	—	—	—	1	Gave help
1740	Littlehampton	Atlantic 21	Sailing dinghy		—	4	—	—	Landed 4
			Trimaran <i>Lara</i> of Bosham	2.00	—	—	—	1	Escorted vessel
1849	Southend-on-Sea	Atlantic 21	Motor fishing vessel	2.10	—	—	—	1	Gave help
1942	Bembridge	48ft 6in Solent	Flare	2.75	—	—	—	—	No service
1955	Yarmouth (IoW)	52ft Arun	Yacht <i>King of Hearts</i>	4.00	—	—	—	1	Escorted boat
			Yacht <i>Tattie Bogle</i>		—	—	—	1	Gave help
2002	Lizard/Cadgwith	52ft Barnett	Catamaran <i>Iroise</i> of France	5.05	—	—	—	—	No service
2110	Poole	44ft Waveney	Flare	1.66	—	—	—	—	No service
2045	Sennen Cove	37ft 6in Rother	Cargo vessel <i>Tungufoss</i> of Iceland	3.10	7	—	—	—	Rescued 7
2330	Fraserburgh	48ft 6in Solent	Yacht <i>Catherine</i> of Fraserburgh	4.00	—	—	—	—	No service
20.9.1981									
0105	West Mersea	Atlantic 21	Rubber dinghy	1.25	—	—	—	—	No service
0330	Selsey	48ft 6in Oakley	Yacht <i>Joint Venture</i>	4.85	2	—	1	—	Rescued 2 and saved boat
0333	Holyhead	52ft Barnett	Yacht <i>Eleanor</i>	1.66	—	—	—	—	No service
0338	Angle	46ft 9in Watson	Dinghy	4.55	—	—	—	—	No service
0421	Humber	54ft Arun	Yacht <i>Sally-O-Mally</i>	1.15	—	—	—	1	Escorted boat
0430	Lytham-St Anne's	D class inflatable	Yacht <i>Coral</i>	0.50	4	—	—	—	Rescued 4
0435	Troon	44ft Waveney	Two yachts	0.45	—	—	—	—	No service
0600	Fraserburgh	48ft 6in Solent	Yacht <i>Catherine</i> of Fraserburgh	6.00	—	—	1	—	Saved boat
1030	Penarth	D class inflatable	Sailing dinghy	1.00	2	—	—	—	Rescued 2
1126	Tenby	D class inflatable	Swimmer	1.15	—	—	—	—	No service
1135	Barry Dock	52ft Arun	Yacht <i>Kes</i>	1.35	3	—	1	—	Rescued 3 and saved boat
1359	Llandudno	37ft Oakley	Sailing dinghy	0.75	—	—	—	—	No service
1455	Troon	44ft Waveney	Yacht <i>Julene</i>	0.55	—	—	—	—	No service
1705	Holyhead	D class inflatable	Sailboard	0.15	—	—	—	—	No service
1722	Conwy	D class inflatable	Flares	0.30	—	—	—	—	No service
1745	Southend-on-Sea	D class inflatable	Dinghy	0.25	—	—	—	—	No service
				83.19	28	7	5	18	

but gusting to 70 knots, she started the difficult and hazardous task of trying to lift off the crew from the coaster's stern. Although the helicopter's winchman was injured while bringing up his first survivor, two more men were picked up by flying the strop into the hands of the men waiting on the casualty.

When the lifeboat arrived, at 2139, she found *Tungufoss*, whose cargo of maize had shifted, heeled some 45 degrees to port and lying on a north-easterly heading. Coxswain Hutchens took his lifeboat round the coaster to assess the situation, first going to leeward along her starboard side, then

round her bows and back down her port side. Two liferafts were seen lashed together with one made fast to the casualty's stern: they were lying to starboard across the wind and sea. While manoeuvring to approach these liferafts the stern of the lifeboat was overwhelmed by a wave which washed through her cockpit, putting the radar out of action.

Coxswain Hutchens' first attempts to approach the liferafts were unsuccessful and each time he had to go astern to prevent the lifeboat being carried dangerously close to the coaster's starboard quarter and propeller. Then,

coming in from a different angle and keeping the lifeboat's bows to the wind and sea, Coxswain Hutchens succeeded in making a satisfactory approach and he let the waiting crew aboard *Tungufoss* know that he was ready to take them off.

The crew were assembled in the outside alleyway on the starboard quarter. A man jumped into the first liferaft. His companions slackened the painter of the rafts to allow them to ride clear of the stern. The lifeboat came in and snatched the man from the rafts. The rafts were then pulled back to the coaster's stern. In this way three men were

successfully taken aboard the lifeboat, but the liferafts were full of water and, with fewer men to help each time, the task of heaving them back to the stern became increasingly difficult. Two men tried to leap into the rafts, missed their footing and fell into the sea. The lights of the casualty herself had just gone out but, aided by the lights of the helicopter, Coxswain Hutchens was able to drop down wind and retrieve both men from the water.

There were still three men on *Tungufoss*, which had now taken a list of 60 degrees. Coxswain Hutchens brought the lifeboat close in to the transom of the casualty using great skill in avoiding the rudder as the lifeboat rose and fell 20 feet on the seas. One of the men slid down from the starboard alleyway, where he had been standing on the casing, and jumped on to the foredeck of the lifeboat to be received by her crew. A second man was taken off in the same manner as the lifeboat made another run in to the coaster's transom. All together the lifeboat had made about 20 approaches to the casualty as she heeled over further and further.

By now the coaster was almost on her beam ends and as Coxswain Hutchens started his final approach the last man aboard, the master, climbed clear of the superstructure. It looked as though the vessel was about to founder and the Sea King helicopter, moving in ahead of the lifeboat, flew her lifting strop within reach of the waiting master; he managed to grab it and was lifted clear as the sea started to engulf him.

It was now confirmed that all 11 men who had been aboard *Tungufoss* were safe and at 2303 the lifeboat began her return passage to Sennen Cove.

Although Longships Lighthouse and the lights of Land's End Hotel were both visible, Coxswain Hutchens set a course east north east to sight the loom of the land and to avoid the greatest effects of the tide. While heading in through the quartering sea a check was made to make sure that none of the survivors needed first aid; with their chief officer translating, it was found that all was well.

Having established his position from the land, Coxswain Hutchens shaped his course to the north and, despite very long following seas experienced in the gap between Longships and Land's End, he made a good passage arriving on the slipway at 2315. After refuelling and an inspection of the slight damage incurred, the lifeboat was once again ready for service at 0015 on Sunday September 20.

Tungufoss was reported later to have sunk 2½ miles south of Gwennap Head.

Both the high degree of co-ordination between the helicopter and the lifeboat crews and also the fine discipline shown by those who were rescued contributed to the successful completion of this operation, despite the severe conditions, in the limited time available. The master, chief officer and some of the crew

Home from the sea: a welcome through the airport window for Hallur Helgason, third engineer of the Icelandic coaster Tungufoss, from his wife and his little son Halli. Hallur Helgason was one of the crew of 11 rescued by Sennen Cove lifeboat and by RN helicopter from Tungufoss before she foundered in the severe gales of the night of September 19.

photograph by courtesy of Ljósmynd Mbl.RAX



of the coaster came down to the lifeboathouse the next day to thank the coxswain and crew personally and a telegram of thanks to all who had taken part in the rescue was received from the Iceland Steamship Company. In a letter to the RNLI, Mr G. Fridriksson, director of the National Lifesaving Association of Iceland, wrote:

'The whole Icelandic people is full of admiration for the heroic and daring rescue action by which the lives of the Tungufoss crew were so miraculously saved, and we are all deeply grateful to the helicopter and lifeboat crews who, at the risk of their own lives, participated in the operation.

'On behalf of the Icelandic National Lifesaving Association I would like you to convey our deepfelt thanks to all those who made the rescue possible.'

For this service the silver medal for gallantry was awarded to Coxswain/Mechanic Maurice Hutchens and medal service certificates were presented to Second Coxswain John Pender and Crew Members Cedric V. Johnson, Timothy M. George, Derek Angove, Phillip C. Shannon and Terence W. Greene. A letter signed by Rear Admiral W. J. Graham, director of the Institution, and addressed to Captain R. C. Dimmock, the commanding officer of the Royal Naval Air Station, Culdrose, expressed the RNLI's appreciation to the helicopter pilot and his crew. (See also page 39.)

South East Division

An afternoon's work

A SOUTH-EASTERLY NEAR GALE, force 7, deteriorating to gale force 8 with heavy rain squalls was blowing at Hayling Island during the afternoon of Saturday September 19, 1981. The tide was ebbing so that with wind against tide the seas were rough at Chichester Bar, in the main fairway close to Sandy Point and up Emsworth Channel.

The honorary secretary of **Hayling Island** lifeboat station and members of the crew had gathered at the boathouse, ready should the lifeboat be needed

in the bad weather. Following a 999 telephone call to Solent Coastguard reporting red flares in Hayling Bay, the station's Atlantic 21 rigid inflatable lifeboat was first launched at 1610 manned by Helmsman Frank Dunster and Crew Members Roderick James and Graham Raines. An exhausted windsurfer together with his sailboard was picked up and landed at Hayling Island Sailing Club at 1630.

Just at that time Solent Coastguard received another 999 call. The Atlantic 21 was re-directed up Emsworth Channel to Marker Point where a second exhausted windsurfer was found and pulled aboard the lifeboat together with his sailboard.

While on the way north to Marker Point, at 1650, the Atlantic 21 was told by the Coastguard of another 999 call reporting a capsized dinghy at Hayling Island Bridge. She headed on up channel but on arrival her crew saw that the dinghy had been landed ashore by Langstone Sailing Club's rescue boat.

The Atlantic 21 was returning down Emsworth Channel, intending to land the windsurfer still on board, when just south of Marker Point, with the wind increasing to strong gale, force 9, an 18ft yacht was seen being blown on to a lee shore on the saltings north of Verner Beacon. The lifeboat closed the yacht and passed a towline at 1719.

A minute later, the Atlantic 21 crew heard on the vhf radio that Solent Coastguard had received another 999 call reporting someone clinging to a breakwater off Sandy Point. Helmsman Dunster immediately ordered the towline to be slipped and told the yacht to anchor until the lifeboat could return. By 1722 the Atlantic 21 was heading at full speed in the rough sea and driving rain towards Sandy Point. The rescued windsurfer was still aboard as there was no time to land him.

The Sandy Point area was reached by 1725, but on a first search no one could be found. Then Shore Helper Trevor Pearce, who is also an auxiliary coastguard, called up on vhf radio to say that he could see someone on a groyne on the south shore almost opposite the

Golden Nugget Café and he asked for immediate help. Helmsman Dunster took the Atlantic 21 past Eaststoke Beacon at full speed and, to save time, rounded Eaststoke Point directly across West Pole Sands. During this crossing through very rough, confused seas and driving rain, several people ashore saw the lifeboat come near vertical and at times she was totally obscured from view by sea and spray.

At 1728 the lifeboat had safely crossed West Pole Sands and, through the spray and driving rain, her crew saw a teenage boy some 20 yards out from the sea wall with his arms and legs entwined around one of the posts on a groyne. The very rough seas, confused by the reflection of the waves off the sea wall, were breaking over the youth; he was in fact covered by waves more often than he was visible.

Shore Helper Pearce had tied a rope around his waist and, with Shore Helper Bill Langford tending the rope, had tried valiantly to reach the terrified boy from ashore, but he could not get close enough through the breaking seas.

Helmsman Dunster brought the Atlantic 21 close in on the east side of the groyne, turning hard to port just in

the surf line ready to come in close alongside the post. The Atlantic 21 was caught by an incoming wave; she broached to and both engines failed. The two outboards were restarted in gear at the first push of the starter buttons. Immediately the engines had been restarted a second large incoming wave hit the lifeboat, turning her broadside on and rolling her on to her sponson. The same wave thrown back from the sea wall and now travelling out to sea caught the Atlantic for a second time and again rolled her on to her sponson.

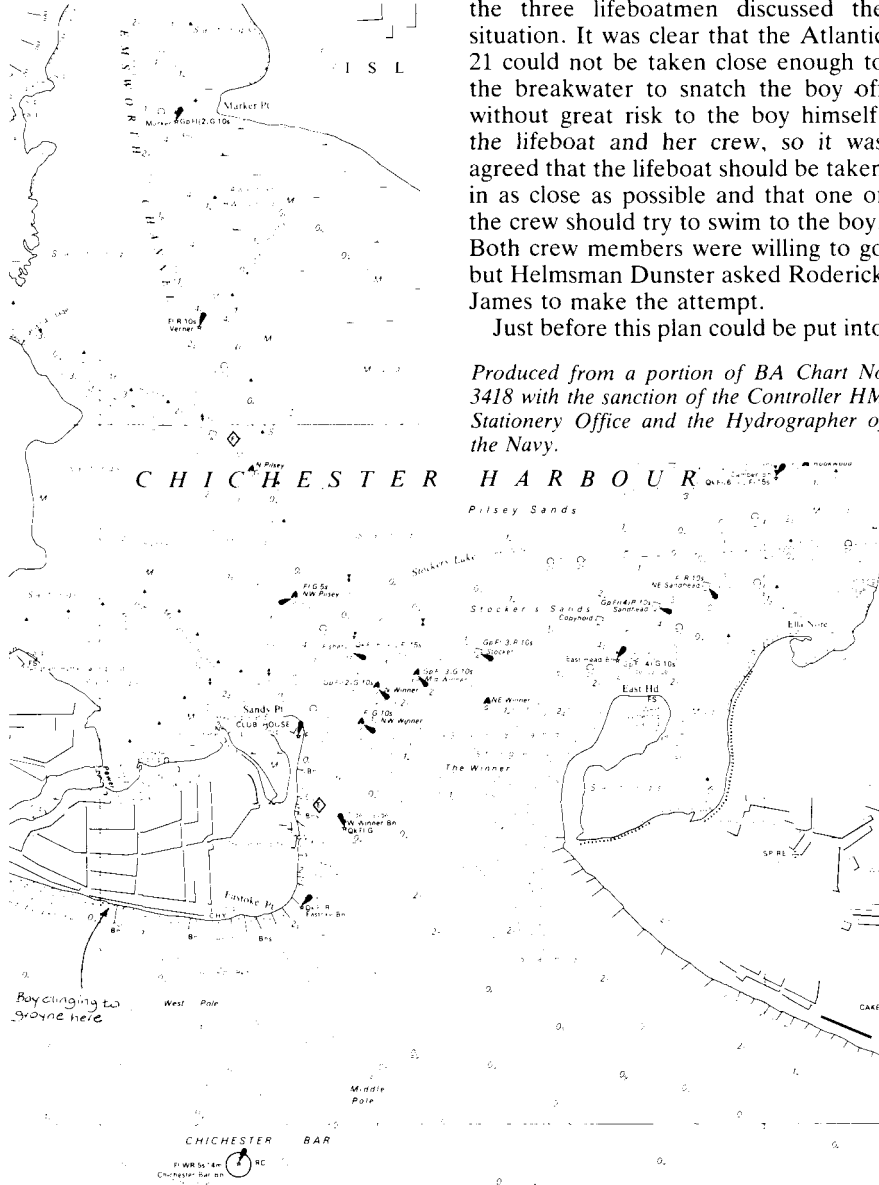
Taking the boat clear, Helmsman Dunster tried a stern-first approach, but the backwash of waves from the sea wall prevented him from bringing the lifeboat near the boy. Another attempt bow first also failed and the Atlantic 21 was picked up by a curling wave and flung over, but clear of, the groyne.

An approach was then made on the west side of the groyne but for a second time both engines stalled; they were immediately restarted, in gear astern, quickly enough to prevent the lifeboat being hurled into the sea wall. While trying to gain sea room a large wave broke right over the Atlantic.

Once out to sea and clear of the surf the three lifeboatmen discussed the situation. It was clear that the Atlantic 21 could not be taken close enough to the breakwater to snatch the boy off without great risk to the boy himself, the lifeboat and her crew, so it was agreed that the lifeboat should be taken in as close as possible and that one of the crew should try to swim to the boy. Both crew members were willing to go but Helmsman Dunster asked Roderick James to make the attempt.

Just before this plan could be put into

Produced from a portion of BA Chart No 3418 with the sanction of the Controller HM Stationary Office and the Hydrographer of the Navy.



action, however, the crew saw another brave attempt being made to rescue the boy from the shore. Shore Helper Nigel Roper, wearing a dry suit and with a rope around his waist tended by people on the sea wall, entered the water, but he could make no headway against the sea; caught by incoming rolling surf, he was flung, fortunately without serious injury, against the sea wall.

Helmsman Dunster then brought the Atlantic 21 as close as he could to the figure clinging to the post and Crew Member James entered the water and began a slow but firm swim of some 30 feet to the boy. When about 10 feet from the post Roderick James saw the boy let go and disappear beneath the waves. He stopped swimming immediately to concentrate on searching for a glimpse of the boy and several seconds later saw his head bob up six or seven feet away. Roderick James struck out and quickly reached the inert body, grabbed the youth, turned him on to his back in the lifesaving towing position and started to swim to the shore. After one or two more strokes both Roderick James and the boy were picked up by a large wave and landed ashore on the concrete works joining the sea wall to the breakwater. The lifeboatman recalls seeing an outstretched arm which he was unable to reach, but the next wave washed him and the boy further ashore where they were safely grabbed by Nigel Roper and Trevor Pearce.

Roderick James managed to lift the youth the six feet from the beach to the waiting arms of Shore Helper Bill Langford on the sea wall, and Bill Langford also helped the other three men up from the beach. The boy, a pupil of Roderick James who is a schoolmaster, was found to be suffering badly from hypothermia and from many abrasions on his chest and arms. He was helped into the Coastguard Landrover and wrapped in blankets until an ambulance arrived to take him to hospital.

At 1745, once the boy was safe, Helmsman Dunster set off on a south-easterly course to round Chichester Bar Beacon, avoiding the worsening seas over West Pole Sands, before turning to re-enter the harbour. While on the way, five minutes later, a 30ft cabin cruiser was seen heading north west from Chichester Bar Beacon towards West Pole Sands, instead of for the harbour entrance. The lifeboat made for the cruiser at full speed, gave her a safe course and escorted her into the harbour through the very rough following seas.

Back at the lifeboat station, at 1800, Roderick James rejoined the Atlantic 21 and the windsurfer, still aboard, was landed together with his craft at Hayling Island Sailing Club. The lifeboat then returned to the 18ft yacht left earlier at anchor north of Verner Beacon. The yacht's anchor had not held and she had been blown hard aground on to a reed bank just off the main Emsworth Channel. The Atlantic 21 was brought

alongside but, as she was passing a tow line to the yacht, she too went aground. All three of her crew entered the water to pull both boats off. When in four feet of water the crew reboarded the lifeboat, her engines were restarted and the tow began.

Six to eight foot head seas and driving rain were met off Mill Rythe and the towline parted. A second line was passed and the tow was once again under way when, at 1827, another yacht was seen in difficulties on the nearby Pilsey Sands. The yacht in tow was secured to a mooring and the lifeboat made at full speed for the second yacht; she had been blown on to the sands after her engine had failed. Her crew were advised to lay out an anchor and that they would then be taken off. In the rough confused seas several attempts had to be made to get alongside the yacht. On one approach, after grasping the yacht's guardrail Crew Member James was tossed into the sea between the two boats by the rolling action of the beam sea. Before the two boats could roll together, however, he had been pulled back into the lifeboat by Crew Member Raines.

Once the four people from the yacht were safely on board the Atlantic 21, she returned to the 18ft yacht, took her to a safer mooring and then took off her crew. At 1845, the Atlantic 21 headed back for station, where she arrived at 1900 to land the six extra people on board.

Ten minutes later, after embarking two additional crew members, Simon Wilson and Albert Kirby, Hayling Island Atlantic 21 went to a catamaran reported in trouble off Pilsey Island and took off her lone crew. Lastly, at 1930, the lifeboat embarked three people from a trimaran moored off Hayling Island Sailing Club who could not reach shore because the yacht's two tenders had both capsized. All the people taken off were landed at the sailing club.

The Atlantic 21 returned to station at 1950, was refuelled and at 2000 was once again ready for service.

For this series of services, but especially for the rescue of the boy from the groyne, the silver medal was awarded to Crew Member Roderick H. James and a bar to his bronze medal to Helmsman Frank S. Dunster. The thanks of the Institution inscribed on vellum were accorded to Crew Member Graham A. Raines and Shore Helpers Trevor M. Pearce and Nigel F. Roper.

South East Division

Dragging anchor

PORTLAND COASTGUARD received a call at 1530 on Saturday September 19, 1981, from the motor fishing vessel *Outlaw* saying that her engine had failed and she was dragging her anchor three miles west of St Albans Head. There was no other vessel in the area able to offer

assistance, so **Swanage** lifeboat was asked to launch. Maroons were fired at 1547 and at 1555 Swanage lifeboat, the 37ft 6in Rother *J. Reginald Corah*, launched under the command of Second Coxswain Philip Dorey; Coxswain/Mechanic Victor Marsh was on leave but nevertheless he joined the crew as assistant mechanic.

A strong breeze to near gale, force 6 to 7, was blowing from south south west, with moderate seas in Swanage Bay. Heavy rain squalls restricted visibility and the tide was half ebb.

The lifeboat headed south south west from Peveril Point at full speed until, abeam of Anvil Point she altered course to the west. With wind against tide, rough seas were encountered steaming through the tidal race off St Albans before course was altered to run abeam of Kimmeridge Ledges.

By 1645 *Outlaw* was in sight aground on the western end of the ledges, and VHF radio communication was established between the two boats. There was only one man on board *Outlaw* and he was told to put on a lifejacket and prepare to take a towline.

The wind had now backed to south south east and increased to gale force 8, gusting to strong gale force 9. The sea was very rough with rain and spray reducing visibility to 100 yards.

Acting Coxswain Dorey noted that *Outlaw's* anchor warp was leading eastward and holding her head to wind, but he decided to approach on a north-westerly course along the line of the ledges, passing the casualty's port side. Rounding under the stern the lifeboat approached the fishing vessel's starboard bow, but, just as the towline was thrown aboard, heavy confused seas swept *Outlaw* against the lifeboat's port bow, causing some damage. Rather than go forward to secure the line to a suitable towing point, the man on board made it fast to a bulwark cleat. It was obviously inadequate, so Acting Coxswain Dorey ran the lifeboat ahead, calling for the tow to be let go. He stayed clear of the casualty while a severe squall passed before, at 1652, turning shorewards to her starboard side.

With about 80 feet between *Outlaw* and the next ledge outcrop, Acting Coxswain Dorey turned the lifeboat head to sea and laid close against the casualty's starboard bow, giving Acting Second Coxswain Christopher Haw and Crew Member John Corben time to haul the man inboard from the starboard shoulder.

Crew Member Corben helped the man into a survivor's lifejacket and wrapped him in blankets as Acting Coxswain Dorey headed south east, clearing the ledges. Turning east, the lifeboat passed one mile south of St Albans Head at 1744. Speed had to be reduced in very heavy seas off Durlston Head but the lifeboat returned to station at 1853. The survivor was landed and the lifeboat was rehoused and once again ready for service at 1915.

For this service the thanks of the Institution inscribed on vellum were accorded to Acting Coxswain Philip J. Dorey. Vellum service certificates were presented to Acting Second Coxswain T. Christopher Haw, Acting Motor Mechanic John Corben, Acting Assistant Mechanic Victor A. C. Marsh and Crew Members Terry R. Dyke, Anthony C. Higgins and Neville J. Legg.

West Division

Capsized inflatable

THE HONORARY SECRETARY of **Porthdinllaen** lifeboat station was informed by HM Coastguard at 1522 on Saturday April 25, 1981, that an inflatable dinghy had capsized in Porthdinllaen Bay, throwing two people into the water. Maroons were fired immediately and at 1542 Porthdinllaen's lifeboat, the 47ft Watson *Kathleen Mary*, launched on service under the command of Second Coxswain Michael Massarelli.

A force 8 gale was blowing from the north east and the sea was very rough with a medium swell. It was two hours after high water and the tide was ebbing almost directly into the wind. Visibility was fair but the weather was extremely cold.

After launching, Acting Coxswain Massarelli headed for the casualty, an 8ft inflatable dinghy with a small outboard engine. After she had capsized her anchor had run out and had finally caught, holding the boat, still upside down, about 120 yards off the beach. One man was on top of the inflatable, clinging on; the other man was in the water holding on to the boat's side.

Arriving at 1547, Acting Coxswain Massarelli found that, with the casualty being so close to the beach and with submerged rocks and a half submerged 18ft dory to seaward, there was little choice of approach open to him. The seas in the area were estimated to be ten feet high with occasional waves up to 15 feet, and the average depth of the water near the capsized dinghy was about ten feet; moreover, the waves were breaking and the surf was increased by the ebbing tide. The broken seas affected both the lifeboat's rudder and propellers, making manoeuvring extremely difficult.

With waves breaking over the lifeboat and into her wheelhouse, Acting Coxswain Massarelli manoeuvred the boat between the casualty and the beach and a line was thrown to the man on top of the inflatable dinghy; as the man caught it he was washed off and down towards the lifeboat, where he was quickly hauled aboard. So great was the lifeboat's roll that at least twice people on shore caught sight of her keel. Once the man was on board the lifeboat went astern, up into the seas.

On her second approach the lifeboat was knocked away from the casualty but

as she approached for the third time the man still in the water, unable to hold on any longer, let go of the inflatable dinghy and was washed down to the lifeboat and pulled aboard.

At 1558 the lifeboat withdrew, once again stern first, and headed for the moorings off the lifeboat slip. Throughout the service it had been necessary to keep putting the lifeboat's engines astern to hold her stern up into the seas. Waves were breaking over her continuously and she had touched bottom once.

The two survivors were suffering from exposure so they were lifted off the lifeboat and taken to Bangor Hospital by a helicopter from RAF Valley which arrived overhead after completing a service in Snowdonia. As conditions on the slip were too bad for her to be rehoused, the lifeboat was safely moored to await an improvement in the weather and, as it was too rough to use the boarding boat, her crew were eventually landed by the helicopter when she returned from Bangor.

For this service the bronze medal was awarded to Acting Coxswain Michael Massarelli. Medal service certificates were presented to Motor Mechanic Kenneth Fitzpatrick, Assistant Mechanic Ivor H. Griffiths and Crew Members James P. Bentley, Owie Roberts, John I. Griffiths, Keith B. Jones and Geraint Wyn Davies.

South West Division

Saved from drowning

IN THE EARLY EVENING of Saturday September 12, 1981, two girls, Leanne aged 10 and Lorna aged 8, were playing near the water's edge at Splash Point, to the east of Watchet Harbour mouth. The weather was fair with a moderate breeze, force 4, blowing from the west, but although the sea was slight the swell was moderate to heavy. It was about half an hour after high water.

While the girls were playing a particularly heavy wave swept Leanne into the water. She could not swim and being unable to stay afloat, she called for help. Lorna immediately entered the water but although she managed to swim to Leanne her attempts to rescue her were unsuccessful. Realising that the waves of the heavy swell were too much for her, she swam ashore again to summon more help.

Meanwhile several anglers, fishing from the west breakwater, had seen the plight of the girls and had beckoned to 14-year-old Daniel Norman who was aboard his father's boat, *Linbar Dan*, inside the harbour. Daniel steered *Linbar Dan*, a ship's converted steel lifeboat, the 100 yards to the breakwater, where the anglers directed him to the girl in the water.

Daniel immediately headed out of the harbour and along the east breakwater. He found Leanne floating face down



Bridlington: On Saturday September 26, in east-south-easterly gales gusting to strong gale, force 9, and very rough seas the 37ft Oakley relief lifeboat Mary Joicey, on temporary duty at Bridlington, escorted five trawlers safely into harbour. Under the command of Coxswain Fred Walkington, Mary Joicey first stood by Wavell while her parted steering chain was repaired, before escorting in first her and then St Andrew and Contestar. Two hours later Mary Joicey put to sea again to escort in Jarvit, which was having engine trouble, and Radiant Trust. photograph by courtesy of 'Hull Daily Mail'

about 30 yards from where she had been swept into the sea. There was not enough water for him to bring his boat alongside the girl, so stopping ten feet to seaward of her he removed his shoes and pullover, threw over a lifebelt and swam towards her.

Using the lifebelt for extra buoyancy, Daniel was able to return with Leanne to the boat. *Linbar Dan* has a freeboard of 2½ feet; nevertheless, Daniel managed to clamber over the gunwale himself and then, with great difficulty, pull Leanne into the boat. As soon as she was on board Daniel started mouth to mouth resuscitation.

Daniel's father had heard what was happening and, with another man, rowed out in another boat to help. Boarding *Linbar Dan* he brought her back into harbour. Leanne's breathing had been revived by the time she was landed into the care of the Coastguard. She was taken by ambulance to hospital and was released three days later fully recovered.

For this service Daniel Norman was accorded the thanks of the Institution inscribed on vellum and he will also be presented with an inscribed wrist watch. In addition the Royal Humane Society has awarded Daniel its testimonial on parchment combined with a resuscitation certificate. A letter of appreciation signed by Rear Admiral W.J. Graham, director of the Institution, was sent to Lorna Webber.

East Division

Lee shore

FOLLOWING THE SIGHTING of a red flare in Dovercourt Bay by the BR sea freight liner, Thames Coastguard telephoned

the honorary secretary of **Walton and Frinton** lifeboat station and the deputy launching authority of **Harwich** lifeboat station just after 2200 on Friday April 17, 1981. Maroons were fired immediately at both stations and Harwich's Atlantic 21 rigid inflatable lifeboat launched at 2213 manned by Helmsman Robert Ramplin and Crew Members Peter Brand and Peter Dawson. Walton and Frinton's 48ft 6in Oakley lifeboat *The Earl and Countess Howe* slipped her mooring at 2223 under the command of Coxswain Frank Bloom to back up the Atlantic.

The evening was overcast but clear with a strong breeze to near gale, force 6 to 7, blowing from the north east and moderate seas. It was two hours before high water.

After setting out at full speed the Atlantic had to ease down to half speed when, after clearing Landguard Point to head for Pye Sands, she met the full force of the weather. At 2220 the pounding of the boat sheared the pin holding the mast, so a screwdriver was fitted in the pin's place to keep the mast in its position. A search was begun in the Pye Sands area but at first no casualty could be seen through the driven spray in the rough, confused seas. Then, at 2225, a parachute flare was put up and by its light the casualty was sighted near an old blockhouse on the shore.

An approach was made to within 40 yards, when the casualty could be seen by the white water breaking over her. As this area has a bottom of mud with deep rills and many ex-wartime underwater obstructions, Helmsman Ramplin could not get alongside the casualty, in the rough breaking seas, to check her crew. Instead, he turned the Atlantic's bows into the sea and allowed her to be

taken in by the wind and waves until she just touched, when Crew Member Peter Brand, who had volunteered to investigate, swam and waded to the casualty. The Atlantic was held off with her searchlight trained on Peter Brand.

The casualty, the 24ft yacht *Dunkit*, was about 20ft from the shore and when Crew Member Brand reached her he found that there were two people on board but that a third had waded ashore through the surf to seek help; it was not known where he was now.

As the shore at this point is formed of marshes and streams, Crew Member Brand decided that they should radio for more shore assistance. He waded out and signalled to the Atlantic 21 to come in. Again, Helmsman Ramplin put the Atlantic 21 bows to sea and let her drift in but, just as Crew Member Brand boarded, a large breaking wave lifted the lifeboat and stalled her port engine as it touched bottom. She was driven beam on and then ashore.

Several attempts were made to re-launch the Atlantic lifeboat by the three crew members but although the three together could at times hold the boat into the onshore seas, as soon as Helmsman Ramplin boarded to re-start the engines the weight proved too much for the other two men to hold and the boat was again driven ashore.

By 2250 Walton and Frinton's Oakley lifeboat had arrived and she helped the Atlantic's crew by illuminating the area with her searchlight. At 2257, after ten unsuccessful attempts with all three crew members at times being swept off their feet, the Atlantic was launched with Helmsman Ramplin on the controls leaving the other two crew members on the shore.

The Atlantic headed for the Oakley lifeboat, to go alongside, but just as she approached a large wave lifted her bows on to the lifeboat as she could not go astern with her engines not 'on lock'. At 2303 a crew member from *The Earl and Countess Howe* went aboard the Atlantic as crew and she returned to Harwich. She was refuelled and once again ready for service at 2326.

Ashore, the man who had first waded through the surf had returned and he remained at the casualty while Crew Members Brand and Dawson helped the other two people through the marshes, being met by the police. *The Earl and Countess Howe* stood by until everyone was safely ashore before returning to station. On her way she was diverted to investigate an object in the water which turned out to be a floating anchor light. She was back on her moorings, ready for service, at 0210.

All the people on shore were picked up by car. The yacht was towed off the beach the next day.

For this service framed letters of thanks signed by the Duke of Atholl, chairman of the Institution, were presented to Helmsman Robert A. Ramplin and Crew Members Peter E. Brand and Peter R. Dawson of Harwich.

Ireland Division

Tender capsizes

EIGHT PEOPLE set out in a yacht tender from **Donaghadee** in the early evening of Monday July 13, 1981, to return to a motor cruiser anchored just outside the harbour. As the tender, which had very little freeboard, left the harbour and turned towards her parent yacht a tide rip disturbance sloped water over one side and with movement of the people on board the boat was upset.

Eric Reynolds had been watching the tender, and when he saw her capsize he raced to the bottom of his garden and set off in his 19ft dory, *Puffin*.

The first man he pulled aboard was obviously in a bad way and Mr Reynolds immediately started to give him mouth to mouth resuscitation, with brief intervals as he recovered five more people over the side and into his boat; one of these five was a woman who had been on board the motor cruiser and who had dived overboard to help the people in the water. The three other people managed to swim to the cruiser and climb aboard.

In less than a quarter of an hour from the time the tender had upset, Mr Reynolds had brought ashore the six people he had recovered, but although he and other Donaghadee lifeboat station members continued to give mouth to mouth resuscitation, the first man he had pulled aboard his boat could not be revived. An ambulance had been called and two of the rescued were taken to hospital for a check up.

For this service a letter of appreciation signed by Rear Admiral W. J. Graham, director of the Institution, was sent to D. Eric Reynolds who is a member of Donaghadee station branch committee and had previously been a reserve crew member at Pwllheli and then at Donaghadee.

Ireland Division

Drifting dinghy

ON THE EVENING of Monday June 29, 1981, John McAllister was working at Garron Point, east of **Red Bay** lifeboat station, when he saw people waving in a small dinghy off the point. He telephoned the station's deputy launching authority at 1905 and five minutes later Red Bay's D class inflatable lifeboat launched on service; she was manned by Helmsman Donal McAlister and Crew Member Tom McLaughlin. There was a gentle to moderate breeze blowing from the north west and the sea was choppy. It was about two and a half hours before high water.

On reaching the search area, no sign could be found of the casualty, so the lifeboat rendezvoused with Mr McAllister at Garron Point. He told the crew where the dinghy had been when he last

saw her and the lifeboat continued her search in the area he indicated. At 1940 the dinghy, an 8ft boat with a small outboard engine, was found three miles north east of Glenarm Head. Three children and a man were transferred to the lifeboat and the dinghy taken in tow back to the station slipway. By 2030 the lifeboat was rehoused and once again ready for service.

For his help with this service a letter of appreciation signed by Rear Admiral W. J. Graham, the director of the Institution, was sent to John McAllister.

West Division

Man in sea

DURING THE EVENING of Tuesday July 28, 1981, **Blackpool's** D class inflatable lifeboat had been out on service, searching for what a man on shore had reported might be an upturned boat out to sea. Nothing had been found except for a fishing boat which needed no help but which could have been what the man ashore had sighted.

Just after the inflatable lifeboat had been rehoused, at 2310, a man, fully clothed, was reported to be lying in the sea about 50 yards out. He was rescued by the lifeboatmen at the boathouse, Crew Members P. Canham and P. Parton, and Shore Helpers B. Pickard and A. McGeever, and taken to a waiting ambulance. A letter signed by John Atterton, then deputy director, expressing the Institution's appreciation to these four lifeboatmen was sent to Blackpool station honorary secretary, Mr R. W. Darbyshire.

Ireland Division

Knocked head

A FISHERMAN was sorting fish on Courtmacsherry Pier on the afternoon of Tuesday June 30, 1981, when he lost his footing and fell into the river, hitting his head on the sloping stone face on the way down and losing consciousness. Although it was a fine, calm day a strong tidal stream was swirling round the pier.

Two young men, Larry Dineen and Donal Traynor, immediately jumped into the water but they were unable to hold the fisherman up and themselves go into difficulties.

Second Coxswain/Mechanic Brendan Madden was on board the relief 46ft 9in Watson lifeboat *William Gammon*, on temporary duty at Courtmacsherry, occupied on routine cleaning and maintenance duties. He heard shouts and came on deck to see what was happening. He immediately sprang into the boarding boat and rowed rapidly across to find the fisherman floating face down close to the pier. Unable to pull him right into the boat, Brendan Madden dragged him half over the transom and

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CB or VHF?

THE COASTGUARD'S VIEW

OVER THE PAST five years, HM Coastguard has been provided with a great deal of very sophisticated VHF radio equipment to cover the International distress and calling frequency and other frequencies in the marine band. This system now covers the entire coast of the United Kingdom and extends at least 30 miles out to sea – in many places considerably further. This has been made possible by installing some 80 high point aerials around our coasts, including, for example, a mountain top aerial on Snaefell in the Isle of Man.

It is HM Coastguard's responsibility to guard the VHF distress and calling frequency (channel 16) continuously and this guard, together with the continuous monitoring of the frequency by British Telecom's Coast Radio Stations, make it very unlikely that a distress transmission from a yacht or any other vessel on channel 16 within the cover as given above will be unheard or unanswered. Furthermore, a VHF direction finding facility has been installed at various points on the south coast of England and this facility is being extended to other parts of our coasts. Eventually it is hoped that direction finding cover will conform with the entire VHF surveillance cover.

Why not CB?

It may be asked why VHF equipment is needed when it is so easy to talk on citizen band radio. CB radio is legally restricted in its transmission power output and so has a much shorter range than marine band VHF equipment. To give even a quarter of the cover now under VHF surveillance would mean the provision of a formidable number of additional aerial and relay systems at a prohibitive cost. It would also require many more personnel to ensure continuous monitoring by HM Coastguard.

The marine CB user with only a limited knowledge of the range and capability of his equipment may be enjoying a false sense of security. He may think that the mere act of transmitting an emergency message will produce a response when, in fact, it is quite possible that no one at all will have heard him. Again, it is more than likely that his CB transceiver will not have been 'marinised', that is to say, modified so that it is able to withstand for any length of time the conditions of damp, salt encrustation, hard usage and vibration which you get at sea, particularly in very small yachts and boats. So it is entirely possible that when the user most needs to transmit, his CB radio may be useless.



Langdon Battery Coastguard Maritime Rescue Co-ordination Centre, Straits of Dover: in the operation room continuous watch is kept on the VHF distress and calling frequency, channel 16.

Radio discipline

There is also radio discipline to be considered. Though it is agreed that most CB users will accept the importance of the emergency channel 9, there is no guarantee that anyone will be listening on this channel, except perhaps REACT organisations (see below). Because there is no official CB emergency channel – only that agreed by CB users themselves – there will always be some who through ignorance or for selfish reasons will misuse it. Those who want to, and this includes malicious hoaxers, can misuse channel 9 knowing that the only penalty is the disapprobation of more responsible CB users.

A large number of CB users, having bought and licensed their equipment, will, naturally, want to use it, so that frequencies other than channel 9 will be cluttered up. It is not difficult to imagine a situation in which a CB licensee who genuinely needs assistance but who has been unable to gain a response from channel 9 will turn to another channel in an attempt to shift someone to the emergency frequency only to find he is unable to break in because these other channels are cluttered up with those who themselves have had to wait impatiently for their turn.

On land – REACT

There is, however, a useful place for citizen band radio on land because CB radio enthusiasts are setting up their own official organisations, known as REACT. They form a network of responsible homebound volunteers who have made themselves known to their local emergency services, including, HM Coastguard, and who monitor CB emergency channel 9. CB users likely to be on remote parts of the coast should, therefore, establish a liaison with their local REACT member; then, if they should sight anyone in distress at sea or

on the cliffs they will have two courses of action open to them:

Telephone: Dial 999 and ask for the Coastguard. If a telephone is available this method of communication should always be the first choice. Information can then be given first hand to the Coastguard on duty with the minimum delay. Also, the Coastguard, in turn, can ask the person who has actually seen the incident any questions to which he may need answers before he can organise the quickest and most effective rescue operation possible.

REACT: If there is no telephone available the CB user should call his REACT member who in turn will telephone the Coastguard, or any other appropriate emergency service, using the 999 system. It is most important that the CB caller should continue to listen out on channel 9 so that the REACT member can reach him again with any questions the Coastguard needs to ask. This second course of action is slower than a direct 999 telephone call, and more open to pitfalls, but for someone in trouble on a remote part of the coast it could be the vital link.

The REACT organisations are undoubtedly well motivated and within certain limits will be well run. The limits include the quality and number of volunteers available to man the circuit upon which the efficiency of the service provided will entirely depend. It is also fair to say that REACT organisations will have been orientated towards emergencies on land and may be manned by those who may have no idea of marine matters. Some REACT organisations, usually in the large city areas, will have little difficulty in recruiting the right type and number of volunteers, but for others in less populated areas it will not be so easy.

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The Lifeboat Enthusiasts' Society

AN INTEREST SHARED

by John G. Francis

A LESSER KNOWN BRANCH of the RNLI is the Lifeboat Enthusiasts' Society. It was formed in 1964 to cater for the needs of those with a technical or historical interest in the work of the Institution. Initially there were only eight members, but over the years the number has increased to around 500.

Members interests may be split into three main areas: two have remained constant, namely lifeboat history and modern technical development as it affects the RNLI; the third is lifeboat modelling. This latter field is by no means new in the ship modelling world, but it is only in very recent years that the hobby has become directly associated with the society. Experience has shown that members benefit in many ways from the society, and this is especially true for the modeller. Plans of lifeboats are of course available for sale

from RNLI HQ, but it is from the Lifeboat Enthusiasts' own model consultants that members can gain that little extra bit of detail or know-how if needed. To build a model lifeboat can easily take 2,000 hours, but it is well worth the effort if you are lucky enough to have the necessary skills. Models fall into two categories: the static model and the radio controlled working model. Although both reflect different aspects of the hobby they are just as exacting and require as much effort. The model consultants are Brian King and David Reed, both medal winners on more than one occasion at the Model Engineer Exhibition.

At the outset it was the history of the Institution that roused interest in membership. As the society has progressed this interest has grown and many members have developed very detailed re-

ords covering lifeboats, stations and services. One such member, Grahame Farr, the society's official archivist, is a recognised authority on lifeboat history and as such has been able to aid the growth of the society and do much to help members increase their knowledge.

It was mainly due to Grahame's efforts, and that of Dr and Mrs Yorke of Formby, that we now know the first known lifeboat was stationed on the Mersey in 1776 at Formby, and not at Bamburg in 1786 as had originally been thought. Grahame has written many books on the history of lifeboats, their crews and stations in the West Country and Wales. His other works cover official numbers, lifeboat stations throughout the British Isles, and various earlier types of lifeboat. Other members, Jeff Morris of Coventry for example, have also undertaken much research, enabling them to write detailed station histories. These books are not only of interest to the historian, but also useful fund-raisers at station branches.

Members' individual interests vary over a wide range. The most common is of course historical in so far as details of local history of certain parts of the coast are researched and collated. Other members find interest in postage stamps depicting lifesaving subjects. The taking and collecting of photographs has always been popular, though because of the sheer magnitude of the task it has not yet proved practicable to compile a central photographic index. Also popular and very rewarding is collecting postcards from both home and overseas. Older cards are rare but still come to hand from time to time in the most unexpected places. Lifeboat stations have always been a source of interest to members. Indeed, Derek Waters of Winchester, together with his family, has visited *all* the lifeboat stations on the mainland of the British Isles. Of



Interests of Enthusiasts embrace . . . lifeboat history: Zetland, the oldest lifeboat in existence, built by Henry Greathead in 1800 and now housed in the Zetland Lifeboat Museum, Redcar.

. . . the technical development of new lifeboats: (right) the latest 52ft Arun lifeboat, Duchess of Kent, the gift of the United Grand Lodge of Freemasons of England and destined for the relief fleet. The GRP-hulled Arun is the largest and fastest of the RNLI's fast afloat lifeboats. She is also the largest RNLI lifeboat to have an inherent self-righting capability.



. . . and model making: (above) a model of the 44ft Waveney lifeboat John Fison stationed at Harwich. This model, made by Rodney Morlock, an Enthusiast from Felixstowe, is scratch built but using a pre-cast GRP hull.

course much spare time is spent helping with local branch activities and Shoreline is well supported also.

A small proportion of members own ex-lifeboats which they use for various purposes. One is *Gill of London* owned by Paul Neate of Poole, who takes great pride in keeping her in as near original condition as possible. Others use their craft as work boats and some have carried out excellent conversions to yachts or cabin cruisers.

Although basically a correspondence society there are occasional meetings of Enthusiasts held in London, usually at the Daily Express International Boat Show at Earls Court. This year, however, it is intended to hold a special get-together of Lifeboat Enthusiasts' Society members at Poole on Saturday July 24 in connection with the RNLI HQ and depot open days held as its contribution to Maritime England 1982. Members will be given full details of this event in the near future.

The main means of communication is by a fully illustrated newsletter which is circulated to all members both in the UK and abroad. Produced in offset litho by the Institution's own printing department at Poole, this brings together all facets of the society and its

work. Up-to-date news of operational matters is regularly provided in a feature by the Institution's Public Relations Officer, Ray Kipling. Members contribute letters and articles on various lifeboat-related matters which in turn lead to further exchanges of correspondence. The newsletter is well illustrated with photographs originating from members, the RNLI and other SAR organisations at home and abroad. Indeed, it has been a direct result of various photographs having been published that hitherto unrecognised prints have been identified. Members are also kept well informed on technical developments and lifeboat movements.

Within the Lifeboat Enthusiasts' society there are area research groups which have been set up to study in detail the work of the RNLI in various parts of the country. Areas at present covered are the Thames Estuary, the section of coast from the Humber to the Tees, and in the north west, around the Lancashire coast, the Mersey Estuary and North Wales. Although part of the Society, these groups are autonomous in their operation, producing their own newsletters and having separate membership fees.

Membership of the Lifeboat Enthu-

siasts' Society at present costs £3 per year for adult members and £1 for juniors under the age of 18. Unfortunately, however, because of rising costs it is anticipated that from August 1, 1982, these will have to be increased to £5 for adults and £2 for junior members. Overseas membership details are available on application.

I and my wife, Pam, honorary secretary and assistant honorary secretary respectively, will be pleased to provide membership forms upon request. Our address, and those of the honorary secretaries of the area research groups, are give below:

Addresses of honorary secretaries:

Lifeboat Enthusiasts' Society: John G. Francis, 13 West Way, Petts Wood, Orpington, Kent BR5 1LN.

Humber-Tees Lifeboat Research Group: John D. Fox, 24 Headfield View, Thornhill Leas, Dewsbury, West Yorkshire WF12 9JP.

North West Research Group: Ronald Parkinson, 59 Somerville Close, Bromborough, Wirral, Merseyside L63 0PQ.

Thames Estuary Research Group: J. C. Froom, Burford Lodge, 164 Stock Road, Billericay, Essex CM12 0RS.

CB or VHF?

from page 51

We must remember that, by and large, the area covered by a local REACT organisation will be governed by the range of its equipment. This area can of course be extended by relaying emergency messages on CB from user to user until they reach REACT, but this would rely on there being CB users who happened to be listening at points between the origin of the emergency and REACT. The original facts could well be distorted when they finally got to REACT.

At sea

While there is no denying that responsible CB can be a very useful additional aid to the emergency services, the deficiencies outlined above, particularly that of range, make its wholesale use an unsatisfactory alternative to VHF for marine communications.

If the question could be put to the yachtsman at sea whose craft is on fire:

'Which radio would you at this moment prefer: the cheaper CB rig which may or may not work because you got it wet yesterday and which, if it does work, may be out of range of anyone who might just happen to be listening, or a marine band VHF radio which will put you in direct touch with someone who will completely understand your predicament and who will get help to you by the fastest possible means and who, at the same time, from your transmissions, will have accurately determined your position?'

there is little doubt which option he would take: marine band VHF radio every time.

Lifeboat appeals

AN APPEAL has been launched in Nottinghamshire to raise £150,000 to fund a Brede type lifeboat to be named *The Nottinghamshire*. In support of the appeal, the ex-Scarborough 37ft Oakley lifeboat *J. G. Graves of Sheffield* (service commitments permitting) will be on passage through the waterways of Nottinghamshire and Lincolnshire in late May and early June. Information about the lifeboat's passage is available from the North East regional office, The Mill, Glasshouses, Nr Harrogate, North Yorkshire.

* * *

The five-year international sponsored swim project in aid of the RNLI was closed last November when, at the Amateur Swimming Association annual meeting at Coventry, a token cheque for £40,000 was presented to Norman Crumbie, a member of the Fund Raising Committee, by Fred Collins, president ASA (see photograph below). Extra



Flamborough lifeboat appeal: on January 15 Mrs Dorothy Hardy, honorary treasurer of Flamborough lifeboat appeal committee, presented to the Marquis of Normanby, a member of the Committee of Management, a 'cheque' for £126,665; with them is Miss M. Bird, honorary secretary of the appeal committee. This splendid result to the appeal was due largely to local efforts backed up by support from many other parts of Yorkshire and Lancashire, together with a bequest.

photograph by courtesy of Arthur Dick

help in the final stages of the project came from 'Swimalong with Wilkie' events at Holiday Inns and public baths.

Presentation of token cheque for £40,000, at end of five-year international sponsored swim project: (l to r) Harold Hassall, secretary ASA; Paul Lucas, special projects manager, Cadburys, sponsors, ASA club championships; Stephen Poulter and June Croft, Wigan Wasps club captains; Fred Collins, president ASA; Helmsman Edward 'Bev' Brown, New Brighton lifeboat; and Norman Crumbie.



(above) **Rother:** Length overall 37ft 6in; beam 11ft 6in; draught 3ft 6in; displacement 13 tons; maximum speed, 8 knots; range at full speed, 150 nautical miles. The Rother, introduced in 1973, is a development of the 37ft Oakley and she has a crew of seven; she launches down a slipway or from a carriage, or she can lie afloat. Her hull is built of wood.



(top left) **Waveney:** Length overall 44ft; beam 12ft 6in; draught 4ft; displacement 18 tons; maximum speed, over 15 knots; range at full speed, 167 nautical miles. The Waveney, introduced in 1967 from the USA, lies afloat and has a crew of five. Her hull is built of steel. photograph by courtesy of H. E. Appleton

(left) **Watson:** length overall 46ft 9in; beam 12ft 9in; draught 4ft 4in; displacement 23 tons; maximum speed, over 8 knots; range at full speed, 200 nautical miles. The 46ft 9in Watson, introduced in 1947, launches down a slipway or lies afloat. She has a crew of seven and her hull is built of wood. photograph by courtesy of Colin Watson



(left) **Solent:** length overall, 48ft 6in; beam 14ft; draught 4ft 6in; displacement 27 tons; maximum speed, over 9 knots; range at full speed, 240 nautical miles. The Solent, introduced in 1969, is a development of the 48ft 6in Oakley and she has a crew of seven; she launches down a slipway or lies afloat. Her hull is built of steel. photograph by courtesy of 'Birmingham Post and Mail'



(above) **Atlantic 21:** length overall 22ft 6in; beam 7ft 6in; draught, including engines, 2ft 6in; displacement 1 ton; maximum speed, 29 knots; range at full speed, 70 nautical miles. The Atlantic 21, introduced in 1972, has a crew of three and launches from a carriage. Her hull is GRP with an inflated neoprene sponson. photograph by courtesy of Keith Yuill Photographic



(left) **Barnett:** length overall 52ft; beam 14ft; draught 4ft 6in; displacement 29 tons; maximum speed, 9 knots; range at full speed, 350 nautical miles. The Barnett, introduced in 1950, has a crew of seven; she launches down a slipway or lies afloat. Her hull is built of wood. photograph by courtesy of EH Pictures

Some of the

LIFEBOATS

of the RNLi fleet

The photographs on these two pages are taken from those used in *A Source Book of Lifeboats* written by Ray Kipling, public relations officer, and recently published by Ward Lock; the book is reviewed on page 56.



(above) **Thames**: length overall 50ft; beam 14ft 6in; draught 4ft 6in; displacement 27 tons; maximum speed, 18 knots; range at full speed, 200 nautical miles. The Thames, introduced in 1973, has a crew of six; she lies afloat. Her hull is built of steel.

photograph by courtesy of Cornish Photonews

(left) **D class inflatable**: length overall 15ft 6in; beam 6ft 4in; draught 17in; displacement 0.25 tons; maximum speed, 20 knots; range at full speed, 60 nautical miles. The D class inflatable, introduced in 1963, has a crew of two; she launches from a carriage or over the beach. Her hull is neoprene coated nylon.

photograph by courtesy of S. Bennetts

(right) **Arun**: length overall 52ft or 54ft; beam 17ft; draught 5ft; displacement 31 tons; maximum speed 18 knots; range at full speed, 200 nautical miles. The Arun, introduced in 1971, has a crew of six; she lies afloat. Hulls of the first three boats of the class are built of wood, and hulls of subsequent boats of GRP.



(below) **Clyde, 70-001, Charles H. Barrett** (Civil Service No 35): length overall 70ft; beam 18ft; draught 8ft 4in; displacement 85 tons; maximum speed, over 11 knots; range at full speed, 600 nautical miles. Charles H. Barrett, built in 1965, cruises or lies afloat. Her hull is built of steel. Statistics for the second and third boats in the Clyde class, 70-002 and 70-003, are different.

photograph by courtesy of
L. G. W. Richards



Lifeboat Open Days 1982

Poole Headquarters and Depot

Thursday July 22 10 am–6 pm
Friday July 23 10 am–8 pm
Saturday July 24 10 am–6 pm

WHEN THE ENGLISH TOURIST BOARD proclaimed 1982 Maritime England Year it was considered an appropriate occasion to open the RNLI's head office and depot to the public, for the first time in the Institution's history. Before the RNLI moved to Poole, in the mid-seventies, its head office and depot were separated by over 30 miles, so an event of this nature would not have been possible.

What really goes on at head office and depot? How many different items of stores are required for lifeboats? Where is the central operations/information room situated? What is it like on board a modern lifeboat? Visitors to the Open Days will be able to find out the answers to these questions, and many more.

For people entering Poole on the Hamworthy, Wimborne or Parkstone and Bournemouth roads, the map indicates how to reach RNLI headquarters. In addition, AA road signs will mark the routes from the Poole boundary roads. For visitors arriving by train, it is just a five-minute walk to RNLI HQ, and for those arriving by coach at Poole bus station it is a ten-minute walk, starting through the Arndale Centre.

What to see

Modern lifeboats

Features by the Royal Navy and HM Coastguard

Models, exhibits and pictures tracing the RNLI's history and development

Mock-up after cabin of The Mumbles lifeboat built by the BBC for the TV series 'Ennal's Point'

Workshops, stores, offices

Films

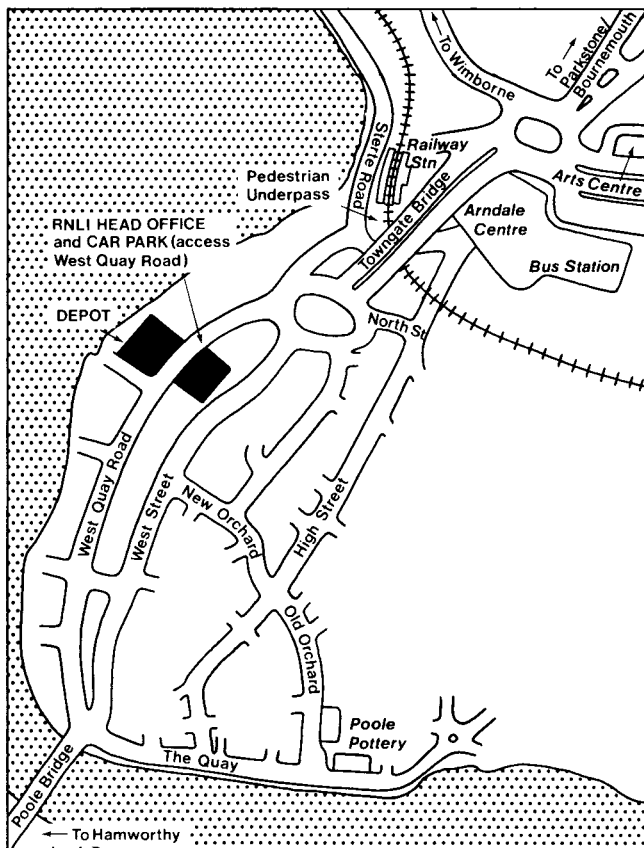
Special events

Thursday July 22, 11 am: Opening ceremony by Rear Admiral W. J. Graham, director RNLI.

Friday July 23, 12 noon: Lottery draw by a well-known personality.

Daily: Demonstrations of Atlantic 21 lifeboat launch and recovery.

Games of 'Uccers' (the old navy game of ludo) between teams of lifeboatmen, staff and visiting personalities—in fancy dress.



How to find your way

Other attractions

Souvenirs on sale

Shoreline membership available

Ice-cream and refreshments

Facilities for the disabled

*Coach parties welcome

Admission and car parking free

For further details please contact the Public Relations Department, RNLI, West Quay Road, Poole Tel: (0202) 671133 ext 239.

*Advance notice of visits by coach parties and groups would be appreciated.

Books . . .

● Every now and again a book is added to the lifeboat library which can be recognised at once as a 'classic'. Such is **A Source Book of Lifeboats** by Ray Kipling (Ward Lock, £3.50). Few people can have a better all-round knowledge of the present-day lifeboat service or greater interest in its development than has the author, who is the RNLI's public relations officer, and his book is a good straightforward introduction to the subject—a source of basic knowledge indeed.

There are chapters on the Institution's history, on modern lifeboats and their equipment and on the organisation of a lifeboat station and how a rescue operation is set in motion; in this section can be found the keyed portrait of Wells lifeboat station, showing all the different people who contribute in a

variety of ways to the success of its work of saving life at sea. In another chapter some famous rescues are recounted and there is also a short introduction to lifeboats around the world. For its size, the book is exceptionally well illustrated with a fine and varied selection of photographs, old and new.

Pocket size, this source book is easy to take on holiday and, with its chart of lifeboat stations in Great Britain and Ireland and its notes on RNLI museums and display centres, it is a useful book to have with you. Copies are available from the RNLI's London office, 202 Lambeth Road, SE1 7JW, price £3.50 plus 50p postage and packing.—J.D.

● Marine photography is not always plain sailing and any 'tricks of the trade' which can help you take that once-in-a-lifetime photograph more often, or to prevent your camera being ruined by salt water, are very welcome indeed. In **This is Photography Afloat** (Nautical Books, £7.95), authors Theo Kampa, a professional photographer living in Hol-

land, and Wulf Barow, a journalist and writer specialising in photographic subjects, show how a change of lens can totally alter the mood of a picture; how to make a protective cover for your camera using a plastic bag, sticky tape and an elastic band; how a sequence of shots will give a better indication of the rough sea conditions than a single picture, and a whole host of special effects. These and other aspects of taking photographs at sea make this book extremely interesting and helpful for any enthusiastic amateur photographer.—S.J.G.

● **The Sailing Dictionary** by Joachim Schult (Adlard Coles, Granada, £9.95) is not just a straightforward dictionary but also a very informative book covering many aspects of modern sailing, the terms used and the technology involved. I found it fascinating reading. Translated and extensively revised by Barbara Webb, it is very fully illustrated and well worth its price for its comprehensiveness alone.—E.J.

BOAT SHOW

1982

EARLS COURT

January 7 to 17

EACH NEW YEAR, during the Boat Show at Earls Court, the boating industry gives most generous recognition and support to the lifeboat service. Among the eminent people who have been invited to open the show in past years—who include Prince Philip, Princess Margaret, Earl Mountbatten and four future or present prime ministers (three British and one Maltese)—there have been two lifeboat coxswains, Michael Berry of St Helier, Jersey, and Brian Bevan of Humber. This year Jimmy Savile opened the show, but he did so on condition that he be assisted by the lifeboat crew from Beaumaris, a station where he has for some years been an honorary crew member.

This year, not for the first time either, the RNLI was able to run two stands thanks to the generosity of the Boat Show organisers who provided both sites free of charge. What is more, the two stands became a Mecca for many of the visitors, especially the younger ones, because on consecutive programmes BBC TV's 'Blue Peter' previewed



Fictional Ennal's Point coxswain, Jack Tustin played by Philip Madoc (l), and factual Mumbles coxswain, Derek Scott, together 'aboard' the mock-up stern cabin on display at Earls Court.

Presentations of Public Relations awards were made by Raymond Baxter to (l to r) Coxswain Joe Martin of Hastings, Chris Larkin from BASH, Charles Fowkes of Hamlyns and David Trotter (with his daughter Helen).



After the official opening, honorary Beaumaris lifeboat crew member Jimmy Savile visited the RNLI stand together with Coxswain David Gallichan (third from left) and his crew.

first the 'Ennal's Point' exhibit and then the rigging demonstration on the main stand. For the 'Ennal's Point' display the BBC transported to Earls Court its uncannily convincing mock-up of the stern cabin interior of a 47ft Watson lifeboat, the one used in the filming of the TV series the first episode of which went out on the opening day of the Boat Show.

Joe Salmon and Ron Parris's display of rigging crafts must have been one of the most attractive and absorbing exhibits of the show. People crowded round the stand to see them weaving together the bow pudding which, through perfect timing, they completed on the last day. Patiently they would explain the best knot to use in whatever situation was described to them and then, more patiently still, how to tie it. At one point an inspired school mistress made her whole class of eight-year-olds sit down and draw the scene of Joe and Ron at work in their rigging loft.

From the rigging and ropes at one end of the stand visitors moved on to the lines of souvenirs at the other: voluntary workers ended the show with an impressive turnover of £13,626 in

sales, lottery tickets and donations, while Shoreline's team of volunteers excelled themselves by recruiting 1,177 new members. Both these totals are all time records which is remarkable considering the 40 per cent drop in attendance at the 1982 Boat Show.

The show organisers were also kind enough to let the RNLI make presentations on the stage at the central pool. Raymond Baxter, chairman of the Public Relations Committee, was delighted to present the RNLI's PR award to David Trotter for his photographic work, to Joe Martin, coxswain of Hastings lifeboat, for his work with school parties and other visitors to his boat-house and many speaking engagements over the years, to Hamlyns who published Patrick Howarth's *Lifeboat—In Danger's Hour* and the Booksellers Association Service House (BASH) who promoted the book to the extent that it topped the best seller's list for several weeks. Two presentations made to the RNLI included a cheque for £10,000 from Golden Wonder Crisps and two porcelain figures of lifeboatmen from the History in Porcelain Company.—E.W.W.

Ron Parris (l) and Joe Salmon at work in the rigging loft on the RNLI stand: Ron weaves together the bow pudding while Joe helps one of the many interested visitors, first explaining the best knot to use in a given situation, then how to tie it.



New Year Honours

Among the awards announced in the New Year Honours list were:

KCVO

Captain Miles Buckley Wingate, Captain Wingate, as Deputy Master of Trinity House, is an ex-officio member of the Institution's Committee of Management.

CBE

Charles Raymond Cory, Chairman, South Glamorgan Area Health Authority. Mr Cory has been a member of the Institution's Committee of Management since 1954 and was voted a vice president of the RNLI in 1970; he has served on the Executive Committee since its formation in 1971.

Donald Roy Donaldson, MVO AFC, lately Chairman, Baltic Exchange. When he was Chairman of the Baltic Exchange, Mr Donaldson was an ex-officio member of the Institution's Committee of Management.

MBE

John James Lewis, Deputy Director (Mining), North East Leicestershire Prospect, National Coal Board. Mr Lewis was elected chairman of the RNLI's Walmer branch in 1974 after serving as a committee member for six years. Although Mr Lewis now lives in Nottinghamshire, he travels down to Walmer for every committee meeting. He was awarded the silver badge in 1982.

Mrs Florence Violet McDonald. For services to the community in Kincardineshire. Among her services to the community, Mrs McDonald has been president of Stonehaven ladies' lifeboat guild since 1957; she was awarded the statuette in 1972 and the gold badge in 1981.

Mrs. Eileen Dora Hamley-Rowan, secretary, East Sheen and Barnes branch, RNLI. Mrs Hamley-Rowan became honorary secretary of the branch in 1939. She was awarded the record of thanks in 1957, the gold badge in 1961, a bar to the gold badge in 1971 and she became a honorary life governor of the Institution in 1976.

BEM

Arthur Norman Quillin, coxswain/mechanic, Port St Mary lifeboat. Mr Quillin joined the lifeboat crew in 1946, became motor mechanic in 1955 and coxswain/mechanic in 1974. He was accorded the thanks of the Institution inscribed on vellum in 1981.

House of Commons

An RNLI exhibition in the House of Commons was opened on February 22 by Iain Sproat, MP, Parliamentary Under Secretary of State at the Department of Trade. It was sponsored by Lt-Col Richard Crawshaw and Peter Viggers, both Members of Parliament who serve on the Committee of Management.

The purpose of the exhibition was to inform members of both Houses of the



The Prime Minister, Mrs Margaret Thatcher, was one of the visitors to the RNLI exhibition staged in the Upper Waiting Hall of the House of Commons last February. With her is Rear Admiral W. J. Graham, director of the Institution.

RNLI's work, pointing out particularly the current development of new lifeboat designs which has been possible because of the continuing generous voluntary support of the Institution. Among the visitors to the exhibition were the Prime Minister, Mrs Margaret Thatcher, and many MPs and peers who support the RNLI both inland and on the coast.

Canada

John Atterton, now a consultant to the Institution, recently visited Canada to help with the establishment of the Canadian Lifeboat Institution. This Institution is being modelled on similar lines to the RNLI and will be financed entirely by voluntary contributions; it hopes one day to operate all over Canada. The responsibility for search and rescue in Canada rests with the Government's Department of Transport, which welcomes this voluntary initiative.

There is also a British Columbian Lifeboat Society which has recently been established, once again on a voluntary basis.

Fund-raising changes

On January 1, 1982, new titles were introduced for fund-raising staff, to describe their appointments more accurately. Except in Scotland and Ireland, which remain as before, district organising secretaries are now known as re-

gional organisers. Assistant district organising secretaries are now known as area organisers.

The Midland Shires and West Midlands regions have been amalgamated to become the Midlands region; the office address remains at 16 Harborne Road, Birmingham (tel: 021-454 3009).

The Channel Islands have been transferred from the South West region to headquarters, coming directly into the care of the appeals secretary.

The RNLI Dublin office has moved from Merrion Square to 3 Clare Street, Dublin 2. (Tel, unchanged: Dublin 762217 and 767959).

Wells

Wells Cathedral is celebrating its eighth century in 1982 and, in connection with these celebrations, Wells branch is holding a Lifeboat Ball on September 3 at the Undercroft and Henderson Rooms of the Bishop's Palace, by kind permission of the Bishop of Bath and Wells. Information from Mr H. F. H. Greig, 19 St John Street, Wells, Somerset. BA5 1SW.

Penlee Memorial Service

A cassette recording of the Memorial Service held at Truro Cathedral on February 15 is available from Mr P. J. Raymond, The Marine Hotel, Penzance, price £3.



Mr Mayor the Coxswain ... Kenneth Holland, coxswain/mechanic of Skegness lifeboat, is also a member of East Lindsey District Council as well as Skegness Town Council; he was elected Mayor of Skegness in 1981. Mr Holland joined Skegness lifeboat crew in 1946; he served as bowman from 1947, as coxswain from 1965 and as coxswain/mechanic from 1969.

photograph by courtesy of
Wrates Studios

Building the Fast Slipway Lifeboat

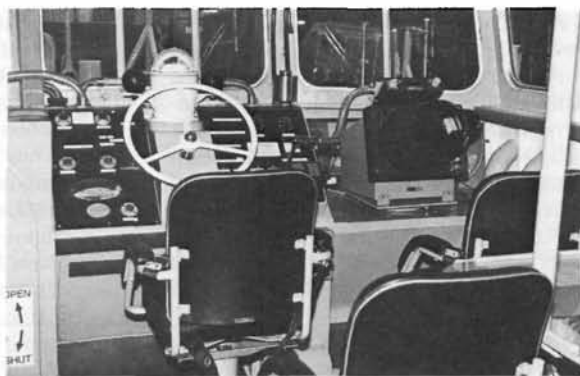
PART VII: FITTED OUT

AFTER EARLY TRIALS, the first prototype of the 47ft fast slipway lifeboat (FSB) was hauled out again at Fairey's yard, East Cowes, before Christmas for the detailed completion of her fitting out and her final painting; the interior photographs on this page were taken just before she went back into the water to start her operational trials.

The overall dimensions and weight of the FSB conform with the requirements that she should fit into existing boat-houses and be launched from existing slipways. The choice of steel as her building material made an immediate saving of internal space and weight but, even so, space is very limited. Despite the considerable amount of machinery with which she is fitted and the complete complement of electronic communications and navigational aids, deck and safety equipment which she carries, the first impression on going aboard the FSB is of a highly efficient, functional boat cleared and ready for action. So carefully have her stowages been planned that, while all her equipment is to hand, ready for instant release, when not in use it is held securely in place in the worst of weather.



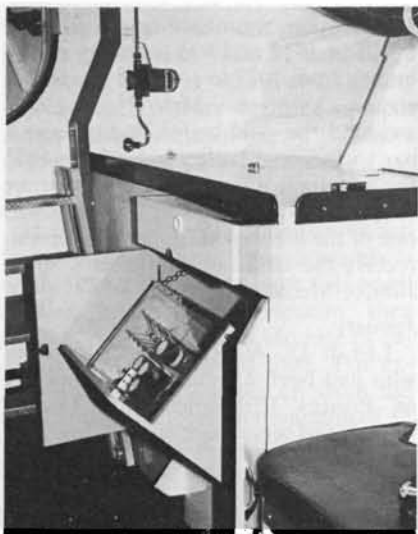
(above) City of London, the first 47ft fast slipway lifeboat prototype, at sea. Her operational trials, just started, must of necessity be long and exacting, but she is already showing herself to be sea-kindly, dry and of an encouraging speed.



(right) Inside the wheelhouse looking forward to the coxswain's position. Each crew member has a swivelling seat with arm rests and lap safety belt.



(right) Navigator's position, to starboard of the coxswain. All his aids are readily to hand; the radar display is in front of his seat, then swivel through 180 degrees and there is his chart table with the echo sounder above.

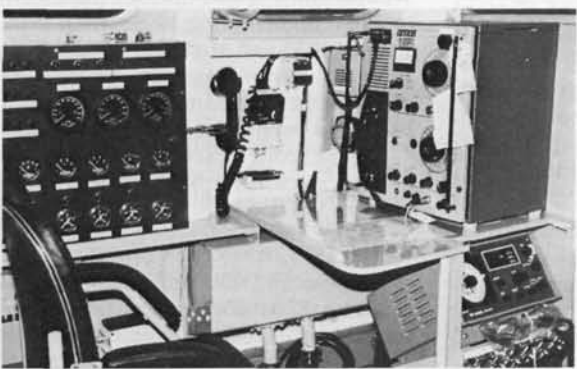


(left) Flares are stowed in their own balanced pivoting compartment within a locker just inside the forward cabin (companionway, left, leads up to the wheelhouse) . . .

(below) . . . and the worktop lifts up to give access to Speedline line throwing apparatus and its igniters (top centre).



(below) There are permanent positions for two basket stretchers in the after cabin, one to starboard and one to port. Note trackway to which a steadying bridle can be attached when lowering stretcher-borne injured survivors into the resting position.



(left) Motor mechanic/radio operator's position. Engine control panel with fuel and battery charging gauges to port; VHF and MF radio forward and MF direction finding equipment below the table. Intercom speaker is fitted between the MF radio and the ship's side.



Letters...

Shoreline Service

I read with interest the report on page 10 of the winter issue of THE LIFEBOAT, concerning the beaching of the *Prince Ivanhoe* at Horton, off the Gower, South Wales. I was on holiday and happened to be returning to the beach in my inflatable at the time. I therefore witnessed the complete occurrence from the time *Prince Ivanhoe* sailed into Horton Bay prior to striking the underwater obstruction, until the tide all but covered her funnel.

At the moment of beaching, I was within 100 yards of the *Ivanhoe*, passengers were already on deck wearing life jackets and two, if not three helicopters were overhead. Such was the speed and efficiency of the emergency services.

At the request of the RAF winchman who had been lowered on to *Prince Ivanhoe* from a helicopter, together

with another inflatable, I assisted by making two trips to shore towing lifeboats containing some 50 passengers.

Conditions were such that there was ample time for the rescue but it is reassuring to know that both RNLI lifeboats and the RAF helicopters are mobilised and co-ordinated so quickly, which would have been vital had the captain of the *Ivanhoe* not been able to return the half mile or so to the beach.—J. N. RABSON, *Shoreline Member, Hunts Hill Cottage, Naphill, High Wycombe, Buckinghamshire.*

Help from young people

At the naming ceremony of Shoreham Harbour's new Rother class lifeboat *The Davys Family* last October, the route for HRH Princess Alexandra was lined by 110 young people who over the years have given outstanding help to the lifeboat service in the Shoreham area. They were representatives of two Brownie packs and three divisions of the Nautical Training Corps.

Ruslip Brownies have adopted Shoreham Harbour lifeboat station and have raised more than £100 for it in

each of the past four years alone. Kingston Buci Brownies, Shoreham, are the holders of the Shoreham Sponsored Walk Trophy and have raised £359 for the lifeboat by taking part in the last two annual sponsored walks.

ts *Attentive* NTC (Southwick) was the founder of NTC/RNLI Liaison and has helped the lifeboat service for 21 years, including offering the use of its headquarters for RNLI functions. ts *Intrepid* NTC (Lancing) provides collectors for Lancing flag week, and has taken part in the last three sponsored walks for the RNLI. ts *Zealous* NTC (Brighton) also takes part in the sponsored walk and helps with collections in Brighton; its divisional band has been paraded in Shoreham in the past four years. In the past two years the three divisions have raised £710 for the Shoreham lifeboat.

In the same period, the 18 NTC divisions which support NTC/RNLI Liaison have raised £10,111.24 for the lifeboat service, regardless of the fact that the Corps itself has had severe financial problems.—HARRY MCGILVRAJ, *NTC/RNLI Liaison Officer, 2 Croft Drive, Portslade, Sussex.*

Salcombe

At the Baltic Exchange Charitable Society's annual 'cereals' dinner last December, the guest speaker was Bill Budgett, chairman and honorary secretary of Salcombe and Hope Cove branch; it is at Salcombe that the 47ft Watson lifeboat *The Baltic Exchange* is stationed. So enthralled was the audience that when Bill sat down, although he had not asked for a penny, the money began to pour in. Each table gave their 'stakes' on private 'length of speech' sweepstakes; other gifts followed and the total was an amazing £529.70.

A few weeks later Salcombe lifeboat crew raised another £651 at their own dance, held at Thurlstone Hotel.

Centenary

Weston-super-Mare lifeboat station has been awarded a centenary vellum on the occasion of its 100th anniversary in 1982. As part of its centenary celebrations, Weston-super-Mare has launched an appeal with a target of £25,000 to fund

an Atlantic 21 lifeboat. A number of special events have been held and £12,000 has already been raised.

Weekend breaks

Four unusual weekend breaks are being arranged through the RNLI Scottish office: at Harrogate, Telford, Edinburgh and Stoke-on-Trent. Details of the special programmes planned, and the address for booking forms can be found on page 38—£5 will be donated to the RNLI for every holiday booked.

Bronze medal service

Prints of a drawing by Trevor Parkin of the rescue on May 1, 1981 of two young fishermen by Cromer D class inflatable lifeboat are available price £1 including postage and packing from Mr T. G. R. Stibbons, 4 Rainton Court, Spalding, Lincolnshire.

Obituary

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

November

Mrs Pat Lang, membership secretary and wife of the chairman of Totton branch. Mr and Mrs Lang both joined the branch in 1975, a year after the branch was formed. Although confined to a wheelchair, Mrs Lang continued to work for the RNLI right up to her death, despite severe disabilities.

December

Mrs Tessa Anderson, a member of Hepworth and Scholes ladies' guild for 25 years and honorary treasurer for 13 years. In Mrs Anderson's memory £165.50 was donated to the guild in lieu of flowers.

Samuel Coles, who was a founder member of Poole fund raising branch and was secretary from 1946 to 1969. In 1955 he also became station honorary secretary of Poole lifeboat station, a post he held until 1969. Mr Coles was awarded a gold badge in 1970 and was elected a vice-president of the branch in 1976.

Mrs Constance Noyce, who was president of Andover and District branch. Mrs Noyce began collecting for the RNLI in 1914 and was secretary of the branch from 1927 to 1971, when she became chairman. Mrs Noyce was awarded the gold badge in 1950 and a bar to the gold badge in 1966. In 1972 she was made an honorary life governor of the Institution and in 1977 she was one of the lifeboat voluntary workers to receive the award of the Queen's Silver Jubilee Medal.

January

Lt-Cdr D. A. Ramsay, OBE DSC RN who had been a tremendous supporter of Princes Risborough and District branch and served as chairman for more than ten years.

February

Walter Jonas Oxley, coxswain of Walton and Frinton lifeboat from 1947 to 1964, after serving as bowman from 1930 to 1936 and second coxswain from 1936 to 1946. Coxswain Oxley was awarded the bronze medal in 1939 and a bar to his bronze medal in 1964.

Angus Scott, coxswain of Lochinver lifeboat since 1973. Mr Scott joined the crew in 1967.

* * *

Knowle and Dorridge ladies' guild received £750 donated by family and friends in memory of Christopher Snushall of Knowle, Warwickshire.



Two figures, representing lifeboatmen of 1882 and 1982 and sculptured by Bernard Schwartz, are being produced by The History of Porcelain Company, High Street, Shoreham Village, Sevenoaks, Kent (Tel: Otford 3416). Until September 1982 the cost is £575 a pair or £289 each. A royalty will be paid to the RNLI on all figures sold.

Shoreline Section

FOR SHORELINE each new year is welcomed in by the Boat Show at Earls Court, early in January. As usual a voluntary Shoreline team was manning our stand for the full 11 days, and very well they did, too. We made an excellent start, with the number of new members enrolled on the first day being almost double that of previous years. One new friend who joined that day as a life governor then bought RNLI lottery tickets almost to the same value as his subscription and filled them all out in favour of the Institution! However, snow and difficult travelling was to mean a drop of 40 per cent in overall attendance at the show compared with last year, so that it is a great credit to our team that they enrolled 1,177 new members, topping all previous records. Thank you, our team—you did splendidly—and to all our new members, we are very pleased to have you with us.

We would send our special thanks to all our members who sent letters and donations following the Penlee disaster. Your kind thoughts were much appreciated and your letters of sympathy have been passed on to Penlee. So great has been our mail that unfortunately we have not been able to avoid some delay in replying to your letters and sending out insignia. We are catching up, but please accept our apologies if you have in any way been inconvenienced.

It is always a great pleasure when friends from overseas become members of Shoreline, but may we ask that when sending in their subscriptions they should take into account the rate of exchange and the postage costs. For example a member signing on from the USA at the membership minimum of £5 would need to send \$12 to cover this cost.

Following the increase in our subscription rate, the first since the formation of the membership scheme in 1969, a great many of our existing members have now increased their subscriptions. Thank you very much for this support.

During the month of January two new Shoreline clubs held their inaugural meetings. I should like to welcome them to the growing number of our clubs and wish them every success in 1982:

Scarborough, Shoreline Club No. 7: Meets on the fourth Saturday of each month at Southlands Hotel, West Street, Scarborough. A business meet-

ing takes place between 12 noon and 12.30 pm followed by lunch at 12.45 pm. Any members visiting the area will be made very welcome. Honorary secretary: Mrs P. Somers, Churchview Cottage, Folkton, Nr Scarborough, Yorkshire. *Tel. 0723 890143.*

Peterborough, Shoreline Club No. 8: Meets on the third Wednesday of each month, at 7.30 pm, at Thorpe Wood Police Station. Once again, all members in the area would be made most welcome. Honorary secretary: Mr S. Meadows, 16 Valance Road, Orton, Waterville, Peterborough. *Tel. Peterborough 233067.*

Southend-on-Sea, Shoreline Club No. 3, has changed its meeting place. In the future it will meet on the second Wednesday of the month at Thorpe Bay Yacht Club, Thorpe Bay Gardens, Thorpe Bay.

You will have noticed that Shoreline Club No. 8 meets at a Police Station in Peterborough. Last year three police constables at the Northern Traffic Department, stationed at Peterborough, all Shoreline members, undertook a sponsored drive around 50 lifeboat stations in England, Scotland and Wales. Malcolm Smith, Bob Crawford and Mike Redhead started off at Great Yarmouth and Gorleston lifeboat station at 7.30 am on Saturday September 12 and travelled clockwise around the country finishing at Wells-next-the-Sea, in Norfolk, the following Friday, September 18. They were met by members of Wells crew and branch officials and a party was organised by the ladies' guild. A total of 2,163 miles was clocked up during the trip and a total of £1,400 raised in sponsorship for the lifeboats. Congratulations, Malcolm, Bob and Mike, and thank you.

Up in the same part of the world, Chief Superintendent Hardingham of the Traffic Division Cambridgeshire Constabulary, organised a band concert at Cambridge; more than £400 was raised and handed to the local branch. Thank you, too, Mr Hardingham, your help is greatly appreciated.

Over the past few years we have tried to co-operate with commercial organisations for the benefit of both our members and the Institution. For instance, as you know, Fred Olsen Lines

last autumn announced four special holiday offers for Shoreline members. Two of these holidays will be over by the time you read this page: some of our members took advantage of a break in Malta just before Christmas and others will be visiting the Dutch bulbfields in April. That leaves a trip to Canada in June and the Rhine cruise in September and October. Both, I understand, are already well supported but there are still some vacancies. If you are interested please write to Mr D. Cooper, Fred Olsen Travel, 11 Conduit Street, London W1R 0LS, or telephone 01-491 3760. Don't forget, for every holiday booked in this way the RNLI will benefit by a percentage of the money paid—and also you can be assured of a holiday to remember, with first class service and accommodation.

Mercantile Credit has now extended its loan scheme for Shoreline to embrace all types of loans required by our members needing help in, for instance, buying a car or a caravan or extending the house. Full details of this scheme will be sent out this year with membership cards, but anyone wishing to take advantage of it should get in touch with Mercantile Credit, Elizabethan House, Great Queen Street, London WC2 (*Tel. 01-242 1234*), or any Mercantile District Office.

We have recently introduced two new lines to our range of insignia. One is a navy blue V-neck sweater with the RNLI flag on the lefthand side. They are obtainable in sizes from 30in to 44in from Shoreline Office at Poole and cost £7 each plus 50p postage. The other is a waterproof stowaway bag with a Shoreline crest at one end. It is also available from Shoreline Office, price £6.50 plus 50p postage.

Recruiting of new members has got off to a very good start this year and I am certain that with your support and enthusiasm I will be able to report by the end of 1982 that the magic 100,000 figure has been reached. Could you make your own target, perhaps, just one new member? A little help from everyone goes a very long way.

A very happy summer to you all.—
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 107,600 people would have been lost without the lifeboat service.

Some Ways of Raising Money

There have been bonds between the police in Wolverhampton and the RNLI since 1863 when Captain Henry Segrave, the Chief Constable of Wolverhampton, was elected honorary secretary of the newly-formed Wolverhampton branch, and over the years other senior police officers have given their support. Now, early in 1981 Detective Sergeant Ken Lakin and his colleagues in the CID joined with Ken Head, the manager of the Whispering



Dr Hilary Jones of the Firth Medical Centre, Sullom Voe, Shetland, sets out on a long distance windsurf across Busta Voe. He completed the 14-mile trip from Brae to Aith and back in three hours and 20 minutes. The £500 he raised in sponsorship was divided between the RNLI and the Save The Children Fund.
photograph by courtesy of Aberdeen News Services

Wheels Rollerdrome, to raise money for the lifeboats. Piles of pennies were built on the bar counter at Birmingham Road Police Station and at the Rollerdrome; there were sponsored events, including roller skating round the park, and one way and another money poured in. At a social evening at the Whispering Wheels on October 16, a cheque for £1,500 was presented to Coxswain George Jeffs of Barmouth and members of his crew, which includes a former Birmingham Road 'bobby', Colin Pooler.

When the annual Fireball Class 24-hour race organised by Wembley Sailing Club was sailed on the Welsh Harp Reservoir last July, 30 people from ten of the teams of six were sponsored in aid of the RNLI. The sponsorship money was collected at the club's annual laying up supper and a cheque for £624 presented to Wembley branch's chairman, Geoffrey Chapman. The race itself was won by a team from Datchet, but Wembley members took the next three places.

North Cotswold branch raised just over £700 for the RNLI last November at its annual coffee morning and sale at the Manor House Long Room, Moreton. The coffee morning was attended by the Countess of Buchan, president of the branch, who made presentations to the retiring honorary secretary, Bill McCarthy, and his wife Ethel.

Little and Broad Haven ladies' guild leave no doubt that fund raising can be fun. Chips, stew and plum duff washed down with grog, hornpipes danced by local school children and sea shanties sung by crew members all contributed to the success of the guild's sea shanty supper which netted £274.21. A champagne morning raised another £206.54 while a barbecue and disco on the wedding day meant that £200 was promptly sent to the Lord Mayor of Cardiff's appeal for a new lifeboat to commemorate the Royal wedding. Members who served cream teas on Sunday afternoons throughout August raised £120, while a summer-long souvenir shop took £5,278.28.



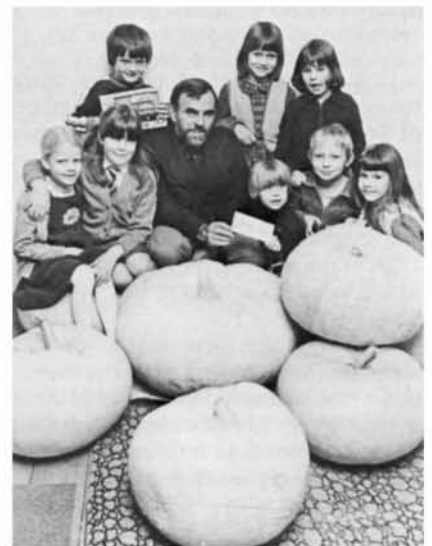
When Thorn EMI Woking Division held its family day, Mr K. L. Horder showed his working model of a 48ft 6in Solent lifeboat in the hobbies section and collected £14.19 which he donated to Pyrford branch. To that Mr Horder added another £30 raised by a raffle at his departmental Christmas dinner.

Last autumn Littlehampton branch organised its first ever wine and cheese party. Held at the home of Mr and Mrs Philip Mitchell, it was attended by Lavinia, Duchess of Norfolk, Lord Lieutenant of West Sussex and patron of Littlehampton branch. With the help of a raffle and an antique and bric-a-brac stall, the evening resulted in a profit of £1,072 for branch funds.

Two Dover men, Mr D. Skelton and Mr B. T. Sackett, joined in a 10-mile fun run around Dover on July 1, 1981. They presented their sponsorship money, £150, to Coxswain Anthony Hawkins for Dover lifeboat.

Mr and Mrs Cox, the landlord and his wife of The Umbrella Inn at Arle, Cheltenham, held a Captain Morgan's Rum promotion evening in December and raised £235.56 for the RNLI. Part of the fun was a fancy dress competition, the prizes for which were presented by Whitbread Brewery.

One of Knebworth and District branch's annual events is a Christmas singalong and yuletide entertainment. The bill last year included a 'Wizard Oz', French horn and viola solos, solo and choral songs from Welwyn Garden Music Society, handbell ringing by St Mary's Church bell ringers and even a 'potted panto parody' entitled 'Cinder-Alfred'. Last but by no means least, the audience themselves joined in singing carols. With the sale of tickets and a collection box £94.87 was raised and souvenirs worth £79.84 were sold. Anyone in the area who would like to help the branch would be most welcome. Please write to the chairman, Mr F. E. Entecott, 31 Hornbeam Spring, Knebworth, Hertfordshire, or telephone Stevenage 812213.



Coxswain Peter Burwood of Harwich presented the prizes for a pumpkin growing competition arranged last year by Bury St Edmunds branch. Seven schools took part and £948.58 was raised together with a further £50 for the sale of the pumpkins. The largest pumpkin, measuring 211 cm, was grown by Hilary Moore of Norton Primary School.
photograph by courtesy of Bury Free Press



For the past three years Ruth Cawsey (r) and Carolyn Doorbar have raised funds for Weston-super-Mare branch at Christmas time by playing carols in clubs and pubs and in the local shopping area. In the first year they raised £700; in the second £800 and in 1981 more than £2,000. photograph by courtesy of West Air Photography



(Right) The mass start of a mini marathon organised by Sodbury and District branch on September 27, 1981, when £3,000 was raised for the RNLI. A total of 329 runners ran the 15-mile course and enjoyed it so much that the marathon is to become an annual event.

The owners of the Penny Farthing Restaurant at Tatling End, Buckinghamshire, David Barnett and Austin Smith, very generously gave the profits on a dinner held there on January 12 to Fulmer and Iver branch. The dinner was well attended, despite appalling weather, and Raymond Baxter, chairman of the Public Relations Committee, kindly helped with the raffle. At the end of the evening the total amount raised was £431.75.

Hayling Island station and fund raising branches held a very successful barn dance last August at Crew Member Simon Wilson's fruit farm; the ladies provided a first-class salad supper and Crew Member Ross Fuller ran the bar. Principal guests were Lt-Cdr John Lurch, a member of the Committee of Management and president of Hayling station branch, and Mrs Joy Lurch. A draw raised £104 and the overall profit from the evening was £600.

Clevedon branch was re-formed last spring and, in August, with the help of its Shoreline members, the new committee raised £700 in its first lifeboat week. A cheese and wine party which followed produced a profit of an additional £150.

Another branch recently re-formed, at Watford, brought in £1,625.90 during its lifeboat week last October, with house-to-house and street collections and the sale of souvenirs. On the flag day itself the Mayor of Watford, Councillor Les Amy, came down to the shopping centre, where an Atlantic 21 rigid inflatable lifeboat was on display, to give his support and encouragement. To bring the total to more than £2,000 in one month, a jumble sale which raised £400 was also held in October.

There was a hen in Northern Ireland which laid a £1,000 egg for the RNLI . . . It was a happy fund-raising event known as the Hen Island Challenge Race and dreamed up by Dr Barry Bramwell, owner of the Daft Eddie tavern, Sketrick, and skipper of *Inisharon*, to delight and tease his friends; it was held on October 10, 1981. All competing vessels had to be home built, costing no more than £20 in materials; they could be powered by any means except internal combustion engine or other infernal contraptions; the winner was to be the first vessel a member of whose crew touched Sketrick Causeway with his, or her, right hand (amputation to obtain an unsportsmanlike advantage was not allowed). The International



Cleveland Handbell Ringers made a tour of 20 working men's clubs in Cleveland over a four night period and raised £500 for Redcar lifeboat station; following appearance on Tyne Tees Television's epilogues and Christmas programmes a further £150 was sent to Poole.

photograph by courtesy of Tyne Tees Television



Emlyn Hughes, the former England football captain, while visiting his home town of Barrow-in-Furness, toppled a pile of pennies which had been growing on the bar of Roa Island Hotel. Barrow businessmen Peter Jackson and Mike McKenzie doubled the amount and Mr Hughes added his contribution so that £508 was raised for Barrow lifeboat.

photograph by courtesy of 'Barrow News and Mail'



For more than 40 years two generations of two families have been raising funds for the RNLI at the Cramond Inn on the south shore of the Firth of Forth. The two families, the Gumleys (owners of the inn) and the Proudfoots (the managers), were recently presented with a plaque in recognition of their long standing connection with the RNLI. Presenting the plaque to Sam Proudfoot is Sir Charles McGrigor, convenor of the Scottish Lifeboat Council (second from left). Also present were (1 to r) Mr W. F. G. Lord, an honorary life governor of the Institution, Mr A. Cubie, honorary secretary Edinburgh branch, Mr K. L. Gumley, Mr H. McCallum and Mrs Gumley.
 photograph by courtesy of 'The Scotsman'



The Saturday Club for deaf and partially hearing children aged 8 to 16, Newport, Isle of Wight, includes many outdoor activities in its programme, and four weeks of special efforts for the RNLI culminated in an exhibition football match against West Wight under 13 football club. The £400 raised was presented by Miss Helen Foster to Lt David Stogdon, formerly superintendent of depot, Cowes. The Saturday Club's football captain was presented with a trophy given for the winning team by Body Torque Garage.
 photograph by courtesy of the Isle of Wight 'Weekly Post'



When North Ferriby ladies' guild opened its thrift shop in 1977 £800 was raised, but by 1981 profits had soared to over £6,000. Among other guild activities was a Christmas evening held at the home of Mr and Mrs J. Hetherington, Swanland, when six autographed Giles Christmas cards, auctioned by Mr M. Bateson, fetched £66 and helped bring the total for the evening to £735.

After John Wright, a member of Rochdale Model Boat Club, had taken part in last year's Manchester Marathon he presented the £130 he had raised in sponsorship to Littleborough ladies' guild.

Seeking a new way to raise money for the lifeboats, some members of Emsworth Slipper Sailing Club kidnapped the landlady of the Black Boy in Fishbourne and held her at the club for a £10 ransom. The landlord came to the 'rescue' of his wife and paid the £10. The club were matching this amount with another £10 when the bar staff of the Black Boy telephoned to say that they and their customers had collected a further £10. So, a bit of fun for everyone and £30 for the RNLI.

Following a balloon race, organized last summer by Whitbreads Brewery, a cheque for £508 was presented to the RNLI at Whitbreads' Southern Belle public house in Gillingham, Kent, on October 28, 1981; the presentation was made by Alan Cameron, chairman of Medway's Celtic Shipping Line. A raffle run during the evening raised another £227 and the winner of the first prize, a half gallon of whisky, was Gillingham branch assistant box secretary, Mrs Mary Atkins.

When Emma, William and Tom Brooks collect 'pennies for the guy', all the money they are given goes to Richmond-with-Kew branch; in 1980 they collected £14, in 1981 £20.97. The branch held its first sponsored knit-in last autumn, raising about £200. Wool left over was gathered up by a local hairdresser who invites clients to knit squares while their hair is being dried; eventually the squares will be made up into a bedspread and auctioned for the lifeboat service.



A team of bowler-hatted waiters provided some old-fashioned service from the bar at Henley-on-Thames branch Old Tyme Music Hall last October. On an evening when many of the audience also came in costume to join in the fun, £600 was raised for the RNLI.

photograph by courtesy of 'Henley Standard'

Regulations for the Prevention of Collisions at Sea applied; no acts of piracy were permitted and serious clodding was expressly discouraged. Even so, the race instructions said: 'The doers dare at their own risk'. After the race, the vessels were auctioned and the total of the lifeboat's nest egg amounted to £1,241.39, with a donation also going to the Ocean Youth Club.

Hurst Green and Villages branch, East Sussex, which has only recently been founded, accepted the generous offer of Dr and Mrs Krusinga Van Beek to hold a cheese and wine party at their home, Fontridge Manor, Etchingham, in October. A large number of raffle prizes were given, including an iced cake decorated as an RNLI flag, and this very enjoyable evening raised £346.92 for the lifeboats.



At Easter last year Mrs Shirley Norris of Brixham ladies' guild opened a 'staircase' stall in the limited space of an estate agents forecourt, by kind permission of Stan Churchill. The £1,000 taken helped to bring the guild total for the year to a new record, almost £10,000.

West Street Garage Saab Centre, Fishguard, received a cheque from Buckingham Palace last November in payment for work undertaken by the garage on the state Rolls-Royce during the visit of the Prince and Princess of Wales. The proprietor, Ray Putterill decided to donate the money, £40.25, to Fishguard lifeboat station.

Saltburn ladies' guild raffled a bottle of cognac kindly donated by Martell in November. With £195.55 taken on tickets and another £135.70 for refreshments on the day of the draw, £331.25 was raised for the RNLI.

News of a successful 1980/81 fundraising year comes in from all sides: Wells branch, which among its other activities manned the South West District's stall for one day at the Royal Bath and West Show for the first time, raised £2,314 during the year. The Bristol and District Fishponds branch raised £6,000 of which £615.83 came from tombolas with prizes of teddy bears and footballs. Wroxham and District branch, a small, hardworking committee, beat its previous record to raise more than £2,500.

Since its inaugural meeting last November, Bournville and District branch has already raised £600 and enrolled 61 members. Anyone in the area who would like to help is warmly invited to get in touch with the honorary secretary, Mrs Carolyn Gibbins, 8 Sycamore Road, Bournville, Birmingham.

Joan Manning, previously district organising secretary of the Midland Shires, gathered 14 ladies into her home last November for a sponsored knit-in, providing a ploughman's lunch for the occasion. £147.25 was raised for the RNLI and the squares will be made into a blanket to be given to an elderly lady in the area.



The Bomere Romanies, one of the more unusual entries in the 1981 Shrewsbury branch raft race on the River Severn, an event held on the last Saturday in July each year. More than 60 craft took part in the mile-and-a-quarter race, raising nearly £4,000. photograph by courtesy of 'Shropshire Star'

For the past six years Dame Elsie and Derry Abbot have held a bring and buy sale for Hampstead Garden Suburb branch at their home. Last November a splendid £122 was raised.

A wine and cheese party held at Blyth ladies' guild in the home of Brian and Eileen Gallon went with such a swing that the guests were reluctant to leave! And, when all expenses had been paid, this enjoyable evening had raised £426.57. A further £259.25 was brought in by Blyth's annual Christmas draw, for which there was a marvellous selection of 28 prizes.

Rochford and District (Essex) branch has only a small territory but nevertheless last year raised £1,400, trebling its previous total. One unexpected boost came from the eight Rochford pubs which organised a pram race on the Royal wedding day, raising £311 for the RNLI.

Party revellers at the annual lifeboat dance at William Penn School, Rickmansworth, last October reflected an international theme in their fancy dress. While lands as far away as Japan and Mexico were represented, one guest wore a 200-year-old Welsh costume. The £850 raised was shared between Chorleywood and Rickmansworth branch and the King George V Fund for Sailors.

Legends have built up at Southborough around a mythical 'lifeboat of Holden Pond', but the Friends of Southborough Lifeboat (FOSL) not only enjoy their make belief, they put it to practical use. Last autumn, at the Imperial public house, where the nucleus of FOSL meets, they presented to Southborough branch a cheque for £300 raised through a charity tennis match, a sponsored 20-mile walk, a car rally and a raffle.



In a little over five years George Treadway (l), landlord of the Victoria, Shrivensham, collected nearly £2,000 for Faringdon branch, largely through collecting boxes on either end of his single bar—and through his own infectious enthusiasm! When Coxswain Frank Ide (r) and Second Assistant Mechanic David Coles (c) of Poole lifeboat paid a second visit to the branch on December 17 they brought their own gift for Mr Treadway, a photograph of their 44ft Waveney lifeboat, Augustine Courtauld. photograph by courtesy of the 'Wiltshire Gazette and Herald'

Over £370 was raised for the RNLI by a barn dance and supper held on November 20, 1981, by Sutton, Cheam and Worcester Park branch. It was attended by more than 180 guests including the Mayor and Mayoress of Sutton, Councillor and Mrs Keith Martin.

Godalming Youth Club, which has adopted the RNLI as its charity, has raised more than £2,000 for Newhaven lifeboat station.

Cardiff ladies' guild has had a highly successful 12 months during which it raised: £833 from three coffee mornings; £346 at a musical evening; £137 for afternoon teas at a Danish food demonstration; £2,438 from flag day collections; and £2,524 at the annual salmon luncheon at St Donat's Castle.

When the American yachting magazine *Rudder* reproduced a cartoon drawn by Bill Beavis which had first appeared in the British *Motor Boat and Yachting*, the fee of 25 dollars was donated to the RNLI at the request of *M B and Y's* editor, Alex McMullen.



During the recent Golden Wonder promotion where money, in exchange for tokens from crisp packets, was donated to the RNLI, the pupils of Chennestone Middle School, Sunbury-on-Thames, collected 1,500 tokens. At a rate of 5p donated for every 10 tokens received, the RNLI benefited by £7.50. Claire, Sarah, Emma and Kirsteen help with the arduous task of counting all the tokens.



The sale of The 1980 Northern Ireland Soccer Year Book edited by Malcolm Brodie and published by Howard Publications has raised £595 for the RNLI. This book of statistical information is purchased not only by home enthusiasts but by fans as far away as Finland, Japan and Eastern Europe. The cheque was presented by Mr Brodie to Mrs May McMaster, area organiser (Northern Ireland). photograph by courtesy of 'Belfast Telegraph'

Awards

to Coxswains, Crews and Shore Helpers

The following coxswains, members of lifeboat crews and shore helpers were awarded certificates of service on their retirement and, in addition, those entitled to them by the Institution's regulations, were awarded an annuity, gratuity or pension.

Aberdeen

A. W. Bird Coxswain 9 years
Second Coxswain 3 years
Crew Member* 3 years
Silver medal 1974.

Aberystwyth

D. E. Jenkins Crew Member* 17 years.

Amble

H. R. Matthews Crew Member* 10 years.

Anstruther

D. R. Jack, BEM Motor Mechanic 35 years.

D. Smith Launcher 21 years.

Ballycotton

J. R. Sliney Second Coxswain 8 years
Crew Member 26 years.

Barrow

F. Moore, BEM Motor Mechanic 27 years
Assistant Mechanic 16 years
Crew Member 2 years
Crew Member* 8½ years
Bronze medal 1943.

Broughty Ferry

A. D. MacKay Crew Member 14 years
Crew Member* 14 years.

Buckie

R. J. Davidson Acting Second Coxswain 4 years
Crew Member 24 years.

Campbeltown

E. Lafferty Crew Member 28 years.

J. Lang Crew Member 26 years.

A. McArthur Crew Member 26 years.

J. N. Mactaggart Crew Member 10 years.

Donaghadee

J. H. Simpson Second Coxswain 13 years
Crew Member 20 years
Bowman 1 year.

Dover

J. J. Smith Crew Member 13 years.

Dunbar

R. M. Davies Coxswain 2¼ years
Crew Member 13 years
Crew Member* 13 years.

Eastbourne

D. A. Huggett Coxswain/Mechanic 11 years
Coxswain 4 years
Second Coxswain 4 years
Crew Member 2 years.

J. A. Hall Second Assistant Mechanic 12 years
Crew Member 6 years
Bowman 4¼ years
Shore Helper 13 years.

Exmouth

M. Handoll Crew Member 14 years.

Fishguard

W. D. Hughes Second Coxswain 7½ years
Crew Member 5 years.

Fowey

N. Keep Assistant Mechanic 14 years
Crew Member 6 years.

Hastings

H. Benton Assistant Mechanic 12 years.

R. Shoesmith

Second Assistant Mechanic 7 years
Crew Member 5 years.

Helensburgh

A. M. Nicholson Crew Member* 13 years.

Hoylake

T. H. Jones Coxswain 7 years
Second Coxswain 11 years
Crew Member 26 years
Bronze medal 1979.

Humber

R. F. Sayers Assistant Mechanic 11 years
Crew Member 3 years.

Ifracombe

M. Joel Crew Member 16 years.

Islay

A. Campbell Coxswain 6 years
Second Coxswain 1½ years
Crew Member 2½ years.

Kilmore

J. J. Connick Second Coxswain 8 years
Crew Member 4 years.

Kirkcudbright

C. Devlin Crew Member 28 years.

The Lizard-Cadgwith

P. T. Mitchell Winchman 29 years
Shore Helper 13 years.

Margate

A. W. Lacey, BEM Motor Mechanic 34 years
Assistant Mechanic 7¼ years.

Montrose

A. Mowatt Assistant Mechanic 19 years
Crew Member 3 years.

Mudford

R. Bishop Crew Member* 17½ years.

V. Derham Crew Member* 13 years.

M. J. Parker Crew Member* 17½ years.

M. W. Parker Crew Member* 17 years.

S. Prichard Crew Member* 13 years.

R. J. Sheppard Crew Member* 10 years.

A. Stride Crew Member* 17½ years.

R. Stride Crew Member* 10½ years.

B. Watson Crew Member* 15 years.

Newbiggin

G. R. Dawson Coxswain 5 years
Assistant Mechanic 10 years
Crew Member 9 years.

J. Arkle Crew Member 34 years.

D. Armstrong Crew Member 19 years.

D. G. Brown Crew Member 18 years.

G. D. Robinson Crew Member 14 years.

North Berwick

J. Thorburn Crew Member* 13½ years.

*Lifeboats under 10 metres.

North Sunderland J. Hanvey	Assistant Mechanic 4 years Crew Member 17 years Crew Member* 9 years.	Salcombe E. W. Hannaford	Second Coxswain/Mechanic 8¾ years Motor Mechanic 10¾ years Crew Member 22 years.
Port Erin A. P. Maddrell	Assistant Mechanic 8½ years Crew Member 5 years.	Sheringham E. R. Wink	Bowman 1 year Crew Member 40 years.
Portpatrick H. Campbell	Coxswain 6 years Second Coxswain 8 years Crew Member 15 years.	Shoreham K. F. D. Voice	Coxswain 6 years Second Coxswain 4 years Crew Member 8 years Crew Member* 11 years <i>Silver medal 1980.</i>
M. E. S. Burgess	Assistant Mechanic 3¼ years Second Assistant Mechanic 10½ years Crew Member 9 years.	Sunderland D. Shaw	Head Launcher 12 years Crew Member 6 years.
Portrush A. H. McQuilken	Crew Member 14 years.	Teesmouth R. T. Race	Second Coxswain 12 years Crew Member 13 years.
Redcar G. E. Price	Motor Mechanic 7¼ years Crew Member 3½ years.	W. A. Bird	Crew Member 15 years.
J. F. Benbow	Assistant Mechanic 8½ years Crew Member 6 years Crew Member* 12 years.	E. R. Copeman	Crew Member 10 years.
St David's W. T. Morris	Coxswain 13 years Second Coxswain 12 years Crew Member 8 years <i>Bronze medal 1978.</i>	H. Hurst, MBE	Crew Member 14 years Winchman 4 years Head Launcher 2 years.
B. J. Davies	Assistant Mechanic 16 years Crew Member 9 years.	L. Oliver	Crew Member 10 years Winchman 6 years.
I. J. Chapman	Crew Member 12 years.	Tighnabruaich M. Black	Crew Member* 10 years.
St Mary's R. Lethbridge	Bowman 28¾ years Crew Member 7 years.	Walmer H. Mercer	Shore Helper 14 years.
St Peter Port J. H. Petit	Coxswain 16½ years Crew Member 12 years <i>Silver medal 1978</i> <i>Bronze medal 1963</i> <i>First bar to his bronze medal 1975</i> <i>Second bar to his bronze medal 1977</i> <i>Third bar to his bronze medal 1979.</i>	Wick J. M. Malcolm	Second Coxswain 11½ years Crew Member 10 years.
		H. Simpson	Motor Mechanic 4 years Assistant Mechanic 5 years.
		W. Malcolm	Crew Member 20 years.
		Youghal C. B. Hennessy	Coxswain 11 years Crew Member 15 years.
		D. Murphy	Crew Member 34 years.

RNLI national lottery

'It's a great pleasure to be here', said Clive Dunn who visited RNLI Headquarters to draw the sixteenth national lottery. 'Anything we do is done with great gratitude and affection for the life-boat people'. Clive, who was appearing in pantomime in Bournemouth, was accompanied by Melanie Parr, Gill Offord and Victoria Blake who played Cinderella, Dandini and the Fairy respectively. The draw took place on Friday January 29 and was supervised by Vice-Admiral Sir Peter Compston, a deputy chairman of the RNLI, and Anthony Oliver, who succeeded Cdr Ted Pritchard as Appeals Secretary at the beginning of 1982. Among those witnessing the draw were 12 boys from the local Oakmead School who later presented Clive with a cheque for £61.50, raised by a sponsored poetry reading at school. Over £33,000 was raised by the lottery, one of the highest

amounts since the lotteries began. The prizewinners were:

£1,000: Mrs R. Guy Phelps, Glastonbury, Somerset.

£500: Stella Keenan, Loughborough, Leicestershire.

£250: B. A. Williams, Colwyn Bay, Clwyd.

£50: D. Roberts, Grove Park, London; Captain P. J. Spencer, Bridford, Exeter; D. J. Chappell, Gillingham,

Kent; Elin Gibbon, Church Stretton, Shropshire; Mrs S. Buxton, Orpington, Kent; Sandra Trevor, North Finchley, London; C. R. Thompson, Coventry, Warwickshire; Mr and Mrs W. G. Baynton, Crowthorne, Berkshire; R. J. Hunt, Woking, Surrey; J. Hodge, Worcester.

The draw for the seventeenth national lottery will be on April 30, 1982.

Clive Dunn, a long time supporter of the RNLI, visited Poole Headquarters while appearing in Bournemouth to draw the sixteenth national lottery. Clive was accompanied by three other members of the pantomime cast; (l to r) Victoria Blake, the Fairy, Melanie Parr, Cinderella, and Gill Offord, Dandini.



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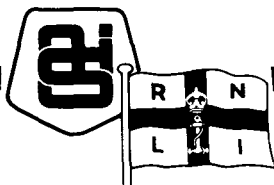
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Lifeboat Services

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held on to him until another boat came to his assistance. Meanwhile, one of the teenage rescuers hung on to the boarding boat while the other was subsequently recovered by the second boat.

On landing the fisherman on the pier, Brendan Madden first gave him resuscitation and then continued to take care of him until an ambulance arrived. After ten days in hospital, the fisherman was once again home and well.

For this service letters of appreciation signed by Rear Admiral W. J. Graham, director of the Institution, were sent to Second Coxswain/Mechanic J. Brendan Madden, Larry Dineen and Donal Traynor.

South West Division

Man in water

THE MUMBLES COASTGUARD telephoned the honorary secretary of **Atlantic College, St Donat's Castle**, lifeboat station at 0948 on Sunday May 24, 1981, to inform him that a man had been reported in the water off Witches Point, Southerndown Bay. The assembly klaxon was sounded and within five minutes the station's Atlantic 21 rigid inflatable lifeboat was launched with Helmsman Michael Barker at the controls. With him were Crew Members Lars Linstedt, Adrian Lunn and Arshad Mohammed.

The launch was executed extremely quickly despite very difficult conditions. The time of high water was 1035 so that the launch had to take place at the top of the slipway. This meant that not only did the crew and launchers have to contend with the moderately rough south-westerly swell coming in from the sea, but also with the return surge when this swell hit the castle wall bordering the slipway.

Although the weather was good a fresh breeze, force 5, was blowing from the south west and the sea and swell were moderate to rough. Nevertheless, full speed was maintained throughout the passage and the four-mile distance, going through Nash Sound, was covered in seven minutes.

On arrival at the scene an angler on

Broken steering gear

THE WINTER 1981/82 issue of THE LIFEBOAT contained a report of a service by Whitstable lifeboat to a catamaran, *Rumpleteazer*, which had broken her steering gear in a near gale while on passage from London to the West Country. The catamaran *Rumpleteazer* owned by Peter Ellis and based at Woolverstone, Ipswich, was in no way involved in the incident.

shore immediately directed the Atlantic to the casualty. The man was floating, face down, about 300 yards from the shore. The first attempt to come alongside him failed, manoeuvring the boat in the prevailing conditions proving difficult. So Helmsman Barker instructed Crew Member Linstedt, a swimmer, to enter the water. Lars Linstedt succeeded in turning the man face upwards and with the help of the throwing line returned with the casualty to the boat. Helmsman Barker deflated a section of the starboard sponson so that the man could be brought aboard more easily. With the aid of the Brooke Airway mouth to mouth resuscitation was immediately started and the breathing of the casualty revived.

At 1012 a helicopter from RAF Chivenor arrived overhead. The man was air-lifted to Cardiff for transfer to hospital but died while in the ambulance on the way.

By 1042 the Atlantic 21 was back at her slipway. The boat was expertly recovered in conditions which were as difficult as those experienced for launching. At 1115 she was rehousing, refuelled and once again ready for service.

For this service a letter of appreciation signed by Cdr Bruce Cairns, chief of operations, was sent to Helmsman Michael Barker and Crew Members Lars Linstedt, Adrian Lunn and Arshad Mohammed, all students at the United World College of the Atlantic.

East Division

Drifting in gale

A DUTCH YACHT, the 42ft *Ran I*, reported at 2238 on Thursday June 4, 1981, that she was in difficulties in the vicinity of Shipwash Lightvessel: her engine had broken down and she was drifting in gale force winds. She had nine people on board.

Great Yarmouth Coastguard alerted a helicopter from RAF Coltishall which was already airborne on a night exercise and, at 2242, Aldeburgh Coastguard telephoned the honorary secretary of **Aldeburgh** lifeboat station. Aldeburgh's 42ft Beach lifeboat *Charles Dibdin* (Civil Service No. 32) launched at 2259 under the command of Coxswain William Burrell.

It was a bad night with a force 8 gale blowing from west south west and very rough seas, although visibility was good. The tide was half flood.

At first the lifeboat headed east south east towards what was thought to be the casualty's position, but the helicopter sighted the yacht further south and directed the lifeboat to the new position. The lifeboat came up with *Ran I*, 5½ miles south east of Aldeburgh station, at 2335. She then went alongside the yacht, helped by illumination from the helicopter's searchlight, and passed a tow line. It was not an easy operation in that rough weather and at one time

three lifeboatmen were washed off their feet along the deck.

Once the line was made fast the yacht was towed into the shelter of Orfordness and on to Harwich Harbour. The lifeboat returned to Aldeburgh at 0623 and was beached and once again ready for service by 0725.

For this service a letter of appreciation signed by Cdr Bruce Cairns, chief of operations, was sent to Coxswain William V. Burrell, BEM, Acting Second Coxswain Colin Smith, Motor Mechanic Nigel A. Saint, Assistant Mechanic John A. McMullan and Crew Members Maurice H. Smith, Douglas G. Cook and Frederick S. F. Sharland.

East Division

Not under command

A MESSAGE came to Yarmouth Coastguard from Norfolk Police at 1700 on Wednesday August 12, 1981, to say that a speedboat was spinning round and round out of control off South Beach, Heacham, and a child had been hit; an ambulance was on its way.

Hunstanton Coastguard Mobile was despatched at 1710, and the lifeboat station informed. At 1715 **Hunstanton's** D class inflatable lifeboat was launched off the beach manned by Helmsman Alan Clarke and Crew Member Arthur Osborne together with Shore Helper J. Connors who went out as a third member of the crew.

As the lifeboat approached the scene, about four miles south west of the station, her crew heard on the radio that a man had been recovered from the water and was on his way to hospital. When they arrived they found that the speedboat, unoccupied except for a dog, was circling at full power about 120 yards off the beach. The inflatable lifeboat first made a cautious approach to the speedboat's starboard side, but had to withdraw because of ski lines in the water. She next tried to come up from astern, but the speedboat was too fast. The lifeboat then tried to approach the speedboat's port side, which was high out of the water. After two unsuccessful attempts, Helmsman Clarke timed it just right on the third run in and Crew Member Osborne, at great personal risk, was able to dive aboard and bring the boat under control. It was now 1730. He landed the boat and the dog on the beach and the lifeboat had returned to her station by 1752.

It was later learnt that a water skier had fallen over. His father, driving the speedboat, leant over the stern of the boat to talk to his son and fell into the propeller.

For this service a letter signed by Cdr Bruce Cairns, chief of operations, expressing the Institution's appreciation to Helmsman Alan J. Clarke and Crew Members Arthur E. Osborne and J. Connors was sent to Hunstanton station honorary secretary, Mr J. T. Day.

Lifeboat Services, September, October and November, 1981

Aberdovey, Gwynedd

Relief Atlantic 21: September 18 and October 6

Abersoch, Gwynedd

Atlantic 21: September 11 and October 11

Aberystwyth, Dyfed

D class inflatable: September 13 and 26

Aith, Shetland

52ft Barnett: September 11, 26 and October 12

Aldeburgh, Suffolk

42ft Beach: September 18

D class inflatable: October 11 and 18

Relief D class inflatable: October 28

Angle, Dyfed

46ft 9in Watson: September 20 and 25

Arklow, Co Wicklow

42ft Watson: October 23

Arranmore, Co Donegal

52ft Barnett: September 3, October 21, 29, 31, November 12 and 26

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

Relief Atlantic 21: September 2

Ballycotton, Co Cork

Relief 52ft Barnett: September 6, October 18, November 1 and 12

Baltimore, Co Cork

47ft Watson: October 17, 19 and November 16

Bangor, Co Down

D class inflatable: September 1 and 9

Barmouth, Gwynedd

35ft 6in Liverpool: September 28 (twice) and October 2

Barra Island, Inverness-shire

52ft Barnett: September 26 and October 3

Barrow, Cumbria

D class inflatable: September 6, 19 and 27

Barry Dock, South Glamorgan

52ft Arun: September 20

Beumaris, Gwynedd

Atlantic 21: September 18

Bembridge, Isle of Wight

48ft 6in Solent: September 19, 27, October 2 and 3

D class inflatable: September 18

Berwick-upon-Tweed, Northumberland

Atlantic 21: September 13 and October 6

Blackpool, Lancashire

D class inflatables: September 1, 14, 23, October 16, 25 (twice), November 3 and 15

Bridlington, Humberside

Relief 37ft Oakley: September 11 and 26 (twice)

Brighton, East Sussex

Relief Atlantic 21: September 13, 21, 22, 26 and October 24

Broughty Ferry, Angus

Relief D class inflatable: September 5, 17 and 21

D class inflatable: October 10

Burnham-on-Crouch, Essex

D class inflatable: September 18 (twice) and October 24

Burry Port, Dyfed

D class inflatable: September 13 and October 25

Calshot, Hampshire

40ft Keith Nelson: September 18, 19 (four times), 22, October 2, 3 and 7

Campbeltown, Argyllshire

52ft Arun: September 1, 28 and October 2

Clacton-on-Sea, Essex

37ft Oakley: October 21

D class inflatable: September 13 (twice)

Clovelly, North Devon

70ft Clyde: September 13 (twice)

Conwy, Gwynedd

D class inflatable: September 20, November 22 and 29

Craster, Northumberland

D class inflatable: September 4

Criccieth, Gwynedd

D class inflatable: October 2

Cromer, Norfolk

48ft 6in Oakley: November 30

D class inflatable: September 16

Cullercoats, Tyne and Wear

D class inflatable: September 4, 7, 19, 23, 30 and October 18

Donaghadee, Co Down

44ft Waveney: November 23

Douglas, Isle of Man

46ft 9in Watson: September 11

Dover, Kent

50ft Thames: October 7, 10, 11, 17 (twice), 19, 20, November 9 and 15

Dungeness, Kent

37ft 6in Rother: September 5 (twice) and October 3

Relief 37ft Oakley: November 21

Dun Laoghaire, Co Dublin

44ft Waveney: September 19 and October 9

Dunmore East, Co Wexford

44ft Waveney: October 12

Eastbourne, East Sussex

37ft 6in Rother: September 16, October 19 and November 1

D class inflatable: September 12, 16 and 18

Exmouth, South Devon

48ft 6in Solent: September 29 and October 8

D class inflatable: September 2, 8, 13, 29 and October 21

Falmouth, Cornwall

52ft Arun: October 7

Filey, North Yorkshire

37ft Oakley: September 7 and November 20

D class inflatable: September 7

Fishguard, Dyfed

52ft Arun: September 27 and October 11

Fleetwood, Lancashire

Relief 46ft 9in Watson: September 1

44ft Waveney: October 9, 17, November 3, 15 and 27

D class inflatable: September 17, October 4, 17, November 17 and 27

Flint, Clwyd

D class inflatable: September 23, October 4, 5 and 23

Fowey, Cornwall

46ft 9in Watson: September 19

Fraserburgh, Aberdeenshire

48ft 6in Solent: September 19, 20 and October 13

Galway Bay, Co Galway

52ft Barnett: October 29, November 9 and 10

Girvan, Ayrshire

42ft Watson: September 23

Great Yarmouth and Gorleston, Norfolk

44ft Waveney: September 13, 19 and October 7

Relief 44ft Waveney: October 19 and 23

Atlantic 21: September 1 (twice), 6, 23 and October 4

Hartlepool, Cleveland

44ft Waveney: September 13, November 7, 17 and 23

Atlantic 21: October 17

Harwich, Essex

Relief Atlantic 21: September 12 and 17

Atlantic 21: October 10 and 17

Hastings, East Sussex

37ft 6in Oakley: September 26 and October 28

Relief D class inflatable: September 2 and 6

D class inflatable: October 7, 24 and November 10

Hayling Island, Hampshire

Atlantic 21: September 5, 6, 12, 13 (three

times), 19 (seven times), 26, 27 (twice), 29, October 4, 10 (twice), 18 and 28

Helensburgh, Dunbartonshire

Atlantic 21: September 9, 10, 30, October 26, November 15, 21 and 28

Holyhead, Gwynedd

52ft Barnett: September 19, 20, October 14 and November 2

D class inflatable: September 20 and

October 3

Howth, Co Dublin

47ft Watson: September 9, October 8 and 9

D class inflatable: September 6

Hoylake, Merseyside

37ft 6in Rother: September 23

Humber, Humberside

54ft Arun: September 2, 20, 22, 27, 30,

October 7, 12, 14, 15, 22, 23, 24, November 7 and 19

Hunstanton, Norfolk

D class inflatable: September 13 and 16

Ilfracombe, North Devon

Relief 37ft Oakley: September 6

Invergordon, Ross-shire

Relief 52ft Barnett: September 5 and 28

Islay, Argyllshire

50ft Thames: September 8, 9, 11 and November 21

Relief 52ft Barnett: October 7 and

November 3

Kinghorn, Fife

D class inflatable: October 24

Kirkcudbright, Kirkcudbrightshire

37ft Oakley: October 8 and November 15

Kirkwall, Orkney

70ft Clyde: October 6, 7 and November 1

Largs, Ayrshire

Atlantic 21: September 16, 18, 27 (five times), October 1, 7, 8 and 12

Relief Atlantic 21: November 2

Lerwick, Shetland

52ft Arun: November 7

Little and Broad Haven, Dyfed

D class inflatable: September 5

Littlehampton, West Sussex

Atlantic 21: September 12, 13, 15, 19 (twice) and October 3

Littlestone-on-Sea, Kent

Atlantic 21: October 20

Lizard-Cadgwith, Cornwall

52ft Barnett: September 19, October 16 and November 10

Llandudno (Orme's Head), Gwynedd

37ft Oakley: September 20 and November 29

D class inflatable: September 27

Relief D class inflatable: October 19,

November 22 and 29

Lochinver, Sutherland

52ft Barnett: November 16

Longhope, Orkney

48ft 6in Solent: September 8

Lowestoft, Suffolk

47ft Watson: November 5, 14 and 27

Lyme Regis, Dorset

Atlantic 21: September 16 and 28

Lymington, Hampshire

Atlantic 21: September 29, November 8 and

28

Lytham-St Anne's, Lancashire

46ft 9in Watson: September 1 and

November 15

D class inflatable: September 20 and

November 1

Mablethorpe, Lincolnshire

D class inflatable: September 27

Mallaig, Inverness-shire

52ft Barnett: September 21, 23 and

November 9

Margate, Kent

37ft 6in Rother: September 5, 12, 26 (twice),

October 25 and November 16

D class inflatable: September 12 (twice), 26,

October 5 (twice) and November 16

Minehead, Somerset

Atlantic 21: September 23, 27 (twice),
October 12 and November 25

D class inflatable: September 6 and 27

Moelfre, Gwynedd

37ft 6in Rother: November 28

Montrose, Angus

Relief 48ft 6in Solent: September 29

Morecambe, Lancashire

Relief D class inflatable: October 27

Mudford, Dorset

D class inflatable: September 2, 7 and 21

The Mumbles, West Glamorgan

47ft Watson: September 6, October 9, 26
and November 24

Newbiggin, Northumberland

Atlantic 21: September 26 and November 22

New Brighton, Merseyside

Atlantic 21: September 2, 13 and October 13

Newcastle, Co Down

37ft Oakley: October 2

Newhaven, East Sussex

44ft Waveney: September 9 and October 4

Relief 44ft Waveney: October 11, 19, 21, 24
and November 12

Newquay, Cornwall

D class inflatable: September 6

Oban, Argyllshire

42ft Watson: September 8, 21 and
November 9

18ft 6in McLachlan: October 15 and 26

Padstow, Cornwall

48ft 6in Oakley: September 8 and October 2
(twice)

Peel, Isle of Man

Atlantic 21: September 4, 5, October 23 and
24

Penarth, South Glamorgan

D class inflatable: September 15, 18, 20 and
November 22

Penlee, Cornwall

47ft Watson: September 6 and 26

Plymouth, South Devon

Relief 46ft 9in Watson: October 27,
November 7, 13 and 15 (twice)

18ft 6in McLachlan: October 13

Poole, Dorset

Relief 46ft 9in Watson: September 19 and
October 6

Dell Quay Dory: September 13, 19, October
18, November 7 and 18

Portaferry, Co Down

D class inflatable: September 4 and 6 (twice)

Porthcawl, Mid Glamorgan

D class inflatable: November 24

Port Isaac, Cornwall

D class inflatable: September 18

Portrush, Co Antrim

52ft Arun: September 26, October 2, 10, 20
and November 15

Relief 52ft Barnett: November 19

Portsmouth (Langstone Harbour),**Hampshire**

Atlantic 21: September 13, 19 (twice), 26,
October 8, 31 and November 29

D class inflatable: September 13, 26,
October 8 and 11

Port St Mary, Isle of Man

54ft Arun: September 4

Port Talbot, West Glamorgan

D class inflatable: September 8 and
November 24

Queensferry, West Lothian

Atlantic 21: September 25, 26, 28, October
10, 19, November 4 and 14 (twice)

Ramsey, Isle of Man

37ft Oakley: September 18 and November 3

Ramsgate, Kent

Relief 44ft Waveney: September 13, 24,
October 10, 22 and 24 (twice)

18ft 6in McLachlan: September 5, 13,
October 1 and 16

Redcar, Cleveland

37ft Oakley: November 1

D class inflatable: October 4

Rhyl, Clwyd

37ft Oakley: September 3 and October 2

D class inflatable: September 1, 2 and 10

Rosslare Harbour, Co Wexford

48ft 6in Solent: November 4

Rye Harbour, East Sussex

D class inflatable: September 2, October 3
(twice) and October 17

St Agnes, Cornwall

D class inflatable: September 25 and
October 27

St David's, Dyfed

Relief 46ft 9in Watson: October 18

St Helier, Channel Islands

44ft Waveney: September 3, October 2, 3,
10, 11, November 8 and 13

St Ives, Cornwall

37ft Oakley: October 11, 21, 27, November
3, 5, 19 and 30

D class inflatable: September 5, 7, 16,
October 27 and 29

St Mary's, Scilly Isles

52ft Arun: November 8

St Peter Port, Channel Islands

52ft Arun: September 21, 24, October 3, 7,
10, 17 and November 11

Salcombe, South Devon

47ft Watson: November 15

Scarborough, North Yorkshire

37ft Oakley: November 30

Selsey, West Sussex

48ft 6in Oakley: September 15, 20, 28 and
October 25

Sennen Cove, Cornwall

37ft 6in Rother: September 1 and 19

Relief 37ft Oakley: November 19

Sheerness, Kent

44ft Waveney: September 19, 23, 30,
October 9, 11, 17, November 1 and 24

D class inflatable: September 5, 15, 23,
October 2, 8, 9, 11, 13 (three times), 17,
November 9 and 15

Shoreham Harbour, West Sussex

37ft 6in Rother: October 9

D class inflatable: September 12, 13 and
October 17

Relief D class inflatable: September 19,
October 8 and 9

Silloth, Cumbria

Atlantic 21: November 11 and 16

Skegness, Lincolnshire

37ft Oakley: October 14, 16, 27 and
November 12

D class inflatable: September 7, 11 and 23

Skerries, Co Dublin

Relief D class inflatable: September 15

Southend-on-Sea, Essex

Atlantic 21: September 12, 13 (twice), 18,
19, 23, 24, 27, October 2, 9, 14, 17 (twice),
21, 26 and November 29 (twice)

D class inflatable: September 18, 20 and
October 8

Southwold, Suffolk

Relief Atlantic 21: September 6 and October
11 and November 8

Staithees and Runswick, North Yorkshire

Atlantic 21: September 10 and 15

Stonehaven, Kincardineshire

D class inflatable: September 26

Stornoway (Lewis), Ross-shire

48ft 6in Solent: September 2 and 21

Stranraer, Wigtownshire

D class inflatable: September 7

Sunderland, Tyne and Wear

47ft Watson: September 6 and October 15

D class inflatable: September 13 and
October 8

Swanage, Dorset

37ft 6in Rother: September 19, October 7
and 26

Tenby, Dyfed

46ft 9in Watson: September 1, 30, October 1
and 7

D class inflatable: September 3, 9, 12
(twice), 20 and October 25

Thurso, Caithness

48ft 6in Solent: October 27

Torbay, South Devon

Relief 52ft Arun: September 12, 16 and
October 5

54ft Arun: November 10, 15, 22 and 28

18ft 6in McLachlan: September 23 and
October 6

Troon, Ayrshire

Relief 44ft Waveney: September 20 (twice)
and 27

Tynemouth, Tyne and Wear

52ft Arun: October 18

D class inflatable: November 12

Walmer, Kent

37ft 6in Rother: September 14, 19 and
October 20

Relief 42ft Watson: October 24, November
15, 16 and 30

Walton and Frinton, Essex

48ft 6in Oakley: October 9, 10 and 12 (three
times)

Relief 47ft Watson: October 28

Wells, Norfolk

37ft Oakley: September 23 and November 20

West Kirby, Merseyside

Relief D class inflatable: September 23,
October 16, 17 and November 9

West Mersea, Essex

Atlantic 21: September 1, 20 and November
14

Weston-super-Mare, Avon

18ft 6in McLachlan: September 1 (twice)
and October 17

D class inflatable: September 1 (twice), 10,
29, October 17 and 21

Weymouth, Dorset

54ft Arun: September 3, 6 and 29

Whitby, North Yorkshire

44ft Waveney: October 4 (twice), 8, 11, 18,
25 and November 23

D class inflatable: September 13

Whitstable, Kent

Atlantic 21: September 18, October 2 and
November 16

Withernsea, Humberside

D class inflatable: September 13 and
October 1

Workington, Cumbria

46ft 9in Watson: October 25

Yarmouth, Isle of Wight

52ft Arun: September 19 (twice), 23, 29
(twice), 30, October 7, 20 and 30

SERVICES AND LIVES RESCUED BY THE RNL'S LIFEBOATS

January 1, 1981, to December 31, 1981: Services 2,951; lives saved 1,053

THE STATION FLEET

(as at 31/12/81)

259 lifeboats, of which four 18ft 6in McLachlan and
65 D class inflatable lifeboats operate in summer only

LIVES RESCUED 107,627

from the Institution's foundation in 1824 to 31/12/81, including shoreboat services

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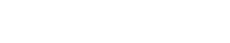
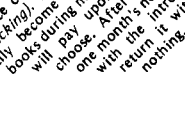
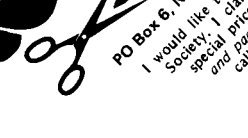
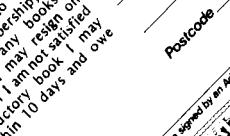
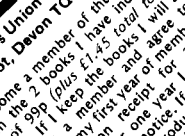
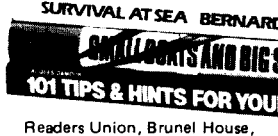
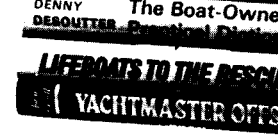
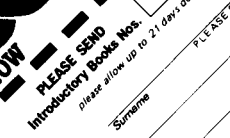
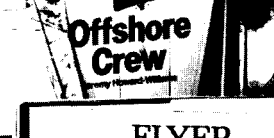
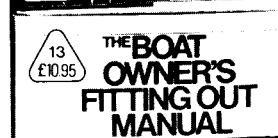
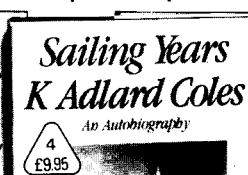
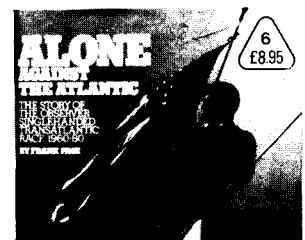
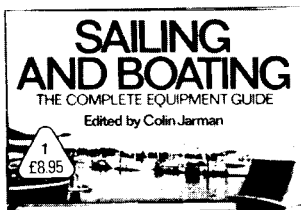
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