



# The Lifeboat

Winter 1987/8

Grace Darling in retrospect

25 years of inflatable lifeboats

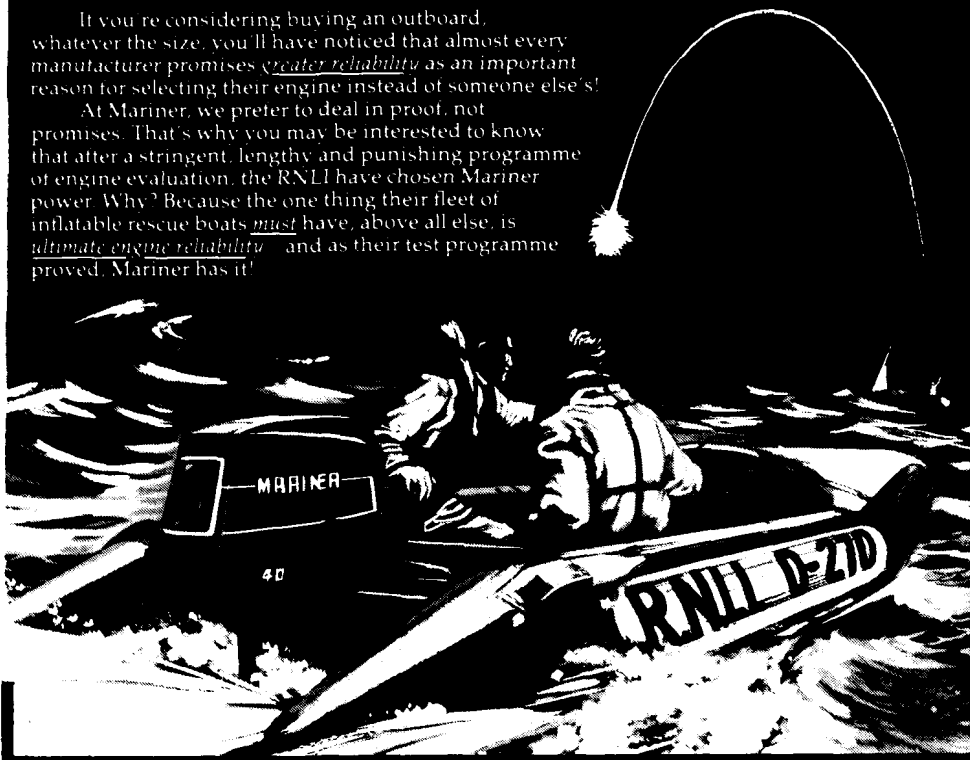
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### COVER PICTURE

*Bude's new 16ft D class inflatable lifeboat in the surf close to shore during a training exercise shortly after her arrival on station. The Evans/Avon EA 16 lifeboat has a 40hp outboard engine and a top speed of 20 knots. A report of the handover ceremony appears on page 238. We are grateful to Richard Barrett, of Bude who took the photograph and who generously offered it for use in THE LIFEBOAT.*

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

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

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



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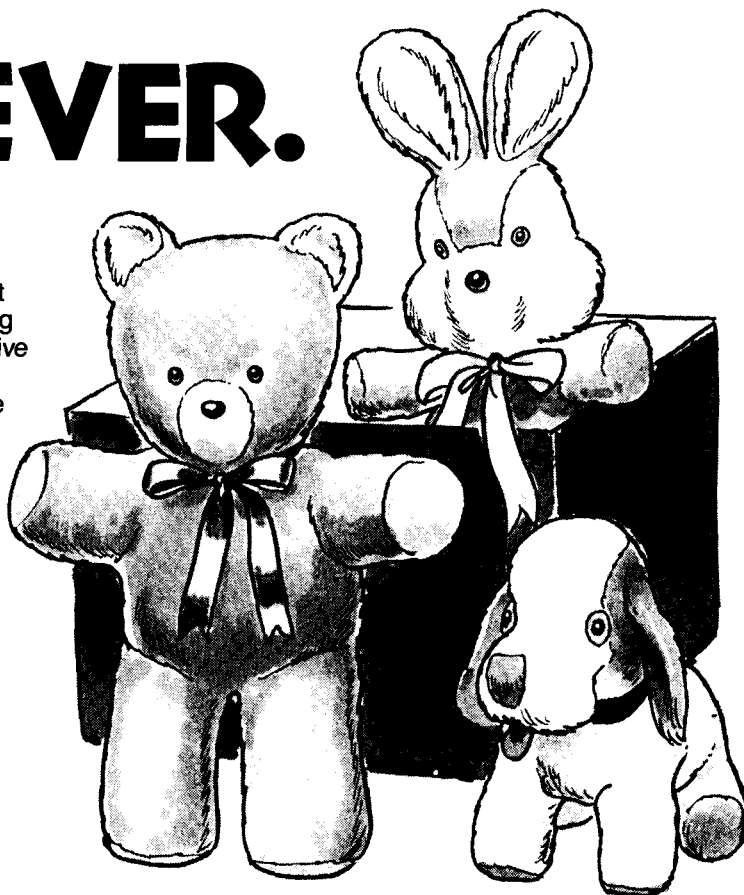
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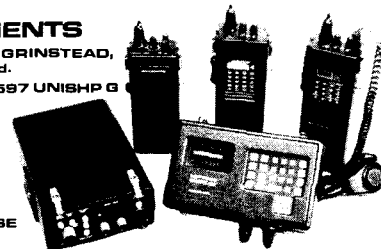
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THE TIMES  
APRIL 20, 1987

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## AGM 1988

The RNLI's annual meetings for 1988 will take place on Tuesday, May 10 at the South Bank, London. The governors' annual general meeting takes place in the Queen Elizabeth Hall at 11.30 am and the annual presentation of awards to lifeboatmen and honorary workers will take place at 2.30 pm in the Royal Festival Hall. All governors of the RNLI should find an application form enclosed in this issue for both the morning and afternoon meetings. If, by any chance, there is no application form enclosed and you are a governor wishing to attend either meeting, please write to The Director, RNLI, West Quay Road, Poole, Dorset BH15 1HZ, giving your requirements. To save postage, there is no need to return the form if you do not wish to attend either meeting, nor receive a copy of the annual report and accounts.

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

## Open days

The Poole headquarters, depot and training centre of the RNLI will be open to the public on Friday 29 and Saturday 30 July, 1988. Full details will appear in the spring edition of *THE LIFEBOAT*.

## Primate's visit

The Archbishop of Canterbury, Dr Robert Runcie, a vice president of the RNLI, visited Truro on November 5, 1987 and took the opportunity to meet members of the crew, officials and voluntary workers connected with 12 Cornish lifeboats.

Archbishop Runcie was welcomed by Lt Cmdr Jeremy Tetley, DL, RN, also a



vice president of the Institution, Anthony Oliver, its head of fund raising and Lt John Unwin, divisional inspector of lifeboats for the south west.

During his visit, the Archbishop volunteered to act as a casualty and to be airlifted from the Falmouth lifeboat by a rescue helicopter from RNAS Culdrose. He was joined in this venture by the Bishop of Truro, the Rt Rev Peter Mumford, who was also hauled 20ft up in to the helicopter from the stern of the relief lifeboat *Ralph and Bonella Far-rant*, Falmouth's own *Elizabeth Ann* being away on refit.

Both said they had thoroughly enjoyed the experience and the Archbishop—whose predecessor Dr Manners Sutton presided at the Institution's inaugural meeting—took the lifeboat's helm under speed, watched by Coxswain Vivien Pentecost, whom he later presented with a signed photograph and a replica of the Great Seal of Canterbury.

## RHS awards

The Royal Humane Society's testimonial on vellum has been awarded to two Clacton men—one a lifeboat crew member—following the rescue of a man from the waters close to the Essex resort's pier during a force 8 gale in January, 1987. Crew Member Mark Edwards and local fisherman Trevor Fox both entered the freezing water to bring the man back to the shore.

## NEWS POINT

### TRIBUTE TO THEIR WORK

The decision to name a new Tyne class lifeboat RNLB *Voluntary Worker* is a fitting tribute to the untiring efforts and hard work of the RNLI's many volunteer lifeboatmen, fund raisers, station officials and shore helpers.

The work of lifeboatmen and other volunteers at a lifeboat station is justifiably appreciated by all supporters of the RNLI and this decision is clearly a tribute to them.

Possibly not enough is said of the work of the Institution's fund raisers.

Branches and guilds are asked to gear their activities towards keeping the RNLI's general funds at a level sufficient to enable it to run a modern, fast, efficient fleet of lifeboats at over 200 lifeboat stations throughout Great Britain and Ireland.

That they respond so magnificently each year (and have done for many generations past) is a tribute to their selfless devotion to the lifeboatmen and women who operate that fleet, enabling the lifeboat service to remain in a constant state of readiness to meet any emergency at sea, whatever the conditions or at whatever the time of day or night.

Naming the new boat *Voluntary Worker* is the RNLI's way of honouring that devotion and to show its gratitude for the enormous contribution made by the Institution's fund raisers as well as its operators in keeping the lifeboat service in peak condition.



Rear Admiral W J Graham, who retired as the RNLI's director at the end of 1987, visited the Channel Islands in November and is pictured on board Guernsey's Arun class lifeboat Sir William Arnold, with Coxswain Peter Bisson (l) and Second Coxswain Robert Hamon. A busy schedule of official functions also took in visits to the lifeboat stations at St Catherine's and St Helier, Jersey and Alderney.

photograph by courtesy of Brian J Green

## Generous gift

Appledore's new £537,000 47ft Tyne class lifeboat, currently being built at the Fairey Marinteknik (UK) Ltd boatyard, Cowes, Isle of Wight, is to be funded by the G C Gibson Charitable Trust and named *George Gibson* after Mr George C Gibson.

Although Mr Gibson, who is aged 91, lives in Newmarket he has close ties with the south west and Appledore in particular.

From 1942 he chaired two family shipping companies, The Atlantic

Shipping and Trading Co Ltd and W J Tatem Ltd, companies founded by the late Lord Glanely of Appledore, who also provided the windows of Appledore church and named one of his early ships after his birthplace.

The new boat is expected to be on station in May, 1988 and will be moored afloat, although her steel hull has also been specially designed for slipway launching.

Her arrival at Appledore will complete the network of lifeboat cover in the Bristol Channel and, as announced in the autumn edition of *THE LIFEBOAT* will herald the end of the Clyde class of lifeboat, with the withdrawal of Clovelly's 70ft boat of that type.

### Royal visit

The visit to Poole headquarters, depot and training centre last October by HRH The Duke of Kent proved to be a relaxed and informal occasion, giving the RNLI's president the chance to meet members of staff in their normal working environment and giving himself the opportunity to become acquainted with several changes which have occurred at West Quay Road since his last visit there in 1980.

Accompanied by the Rt Hon The Lord Digby, HM Lord Lieutenant of Dorset, the county's deputy chief constable Mr W Girven and the Duke's private secretary, Lt Cmdr Sir Richard Buckley, His Royal Highness went first to the training centre, there to be greeted by the Duke of Atholl, chairman and Rear Admiral W J Graham, director of the Institution.

Outside, the weather was cold, grey and damp, in contrast to the bright, modern training facilities inside the building, formally opened earlier in the year by Sir Peter Walters, chairman of British Petroleum, the project's sponsors.

Next, the president toured the depot, workshop and stores, before being shown the Bill Knott fund raising support centre, another building new to the Duke.

Pausing to sign the gatehouse visitors' book, the Duke then crossed to the headquarters building, where Admiral Graham presented Lt Cmdr Brian

Miles, deputy director and Ray Kipling, assistant director.

Pausing first in the museum area, the president went on to visit each department in turn, ending at the operations room, where he signed another visitors' book.

Fifty long serving staff members were later invited to attend a buffet luncheon, at which the informal mood continued before the president took his leave to travel to another engagement.



*Signing the visitors' book.*

### The voluntary worker

The RNLI has announced that a new 47ft Tyne class lifeboat, currently being built by Fairey Marinteknik (UK) Ltd, Cowes, Isle of Wight, is to be named *RNLB Voluntary Worker*, in recognition of the stalwart work of the Institution's lifeboat crews, fund raising branches and guilds and stations officials and shore helpers.

Due for completion in mid-1988, the new boat will join the RNLI's relief fleet and will spend her career relieving station boats of the same class around Great Britain and Ireland, to enable her to be seen by as many as possible of those whose tireless work has helped to fund her.

The £56,000 cost of the lifeboat will be met in part from the Institution's general funds, to which the majority of money raised by branches and guilds is allocated each year and also from the £250,000 proceeds of the lottery run in

conjunction with Volvo cars. Tickets for the lottery were sold by voluntary fund raisers, whose efforts, together with the generosity of Volvo Concessionaires Ltd, contributed enormously to the appeal's success.

### Free entry

The first Plymouth Boat Show planned to take place at Queen Anne's Battery, Coxside, Plymouth from April 1 to 10, 1988 has a strong RNLI involvement.

Two of the three directors of promoters Pilgrim Promotions Ltd have direct connections with the local station branch, the RNLI will be featured at the show and lifeboat crew members turning up with proof of identity will be granted free entry.

Of the three directors, Vice Admiral Sir Robert Gerken, KCB, CBE is president and chairman of the City of Plymouth Lifeboat Appeal, to raise funds for a replacement lifeboat there and Fred Jackson is assistant mechanic of the present Plymouth lifeboat.

### Protective clothing

The protective clothing working party, appointed by the RNLI's medical and survival committee (not as stated in the autumn issue) reports that the new traffic yellow foul weather clothing developed over the past few years will soon become a familiar sight around the coast, as lifeboat crews are issued with the new kit this year.

Set the task of finding a replacement for the orange foul weather clothing normally worn by lifeboatmen, the working party, under the chairmanship of Captain George R Cooper, now chief of operations, drew up a specification and asked manufacturers to produce a suit which met the Institution's requirements.

Seven companies produced nine suits between them, from which two were shortlisted before the Musto design was finally chosen. That suit underwent a period of operational evaluation, with the working party making further improvements to the specification, helped by the work of Dr Richard Allan, head of environmental science at the RAF's Institute of Aviation Medicine, Farnborough.

After a further period of evaluation on the coast, the suit was finally

*(Continued on page 231)*

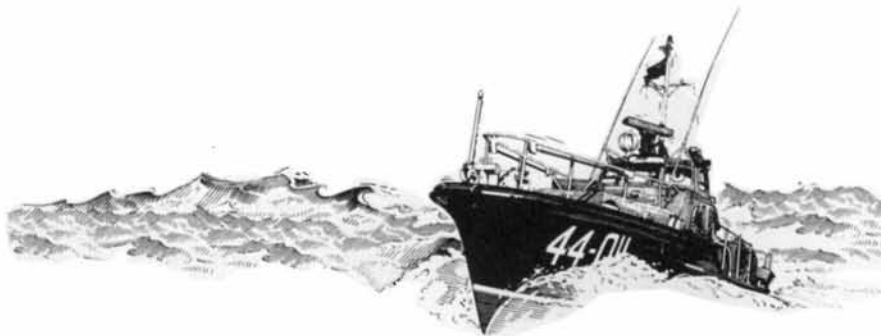


*In the RNLI's workshop . . .*



*. . . and in the operations room.*

# LIFEBOAT SERVICES



## South East Division

### October hurricane



#### BRONZE MEDAL

AT 0559 ON FRIDAY, OCTOBER 16, 1987 during the height of the infamous hurricane which hit Southern England that day, Thames Coastguard MRSC reported to Coxswain/Mechanic Robin Castle, of Sheerness that red flares had been sighted at a position off All Hallows, Isle of Grain.

An hour earlier, following consultation with station honorary secretary Captain William Patterson, Coxswain Castle and a volunteer crew had moved the 44ft Waveney class lifeboat *Helen Turnbull* from her normal berth in Sheerness Camber Basin because of the violent south-westerly force 11 storm.

The boarding of the lifeboat was a hazardous venture due to the movement of the vessel and the total darkness following a power blackout caused by the storm. Many of the crew had left their homes in a damaged condition.

At 0520 it was reported to Thames Coastguard that the *Helen Turnbull* was secure alongside the pumping plant quay at Queenborough. The passage had been very difficult because of spray and spume reducing visibility to near objects.

Captain Patterson and Coxswain Castle discussed the report of red flares and at 0600 Thames Coastguard were

informed that *Helen Turnbull* would proceed with extreme caution to investigate.

Before leaving the shelter of the harbour Coxswain Castle ordered safety lines to be rigged aft of the wheelhouse and that all crew should activate their lifejacket lights.

As the lifeboat proceeded to Garrison Point, a large breaking sea hit the lifeboat on the port quarter and swung her beam onto sea. It was only by skilful use of the throttles that she was brought back on course.

At 0620 the lifeboat rounded Garrison Point at the River Medway entrance. The wind was south west with a speed in excess of 90 knots being recorded in the port operations lookout. Steep breaking seas with heights of 20-25 feet caused the lifeboat to pitch and roll violently. Visibility was almost nil due to the spray, spume and frequent rain squalls. Navigation was possible only by radar.

The lifeboat turned towards the Grain Swatchway when abeam of Nore Swatch Buoy. The new course resulted in a severe rolling motion often in excess of 70 degrees. By this time Grain Coastguard mobile had sighted the casualty from the shore and reported it to be a small angling boat with two people aboard. He also reported that he was losing sight of them due to reducing visibility.

The violent motion of the lifeboat threw Second Coxswain Bailey against the radar and although no injury was caused it was some moments before the radar trace could be regained. The echo sounders were giving erratic readings because of the violent motion and the increasingly shallow water.

At 0717 a red flare was sighted briefly inshore of the lifeboat and soon afterwards the casualty was sighted.

Coxswain Castle cautiously approached the casualty. Medway Port Operations had reported that high water had occurred an hour earlier and predicted that the height was one metre less than normal. The tide was now ebbing. It was impossible to float the small inflatable carried by the lifeboat towards the casualty because of the direction of the wind and tide and a rocket line would not reach in the storm. The casualty was being swamped over its gunwales. The lifeboat crew tried using a loud hailer to instruct the crew to cut the anchor but they could not make themselves heard.

By the time their instructions were heard, the lifeboat was almost alongside and the two survivors were quickly hauled aboard. Both men were wearing flotation aids but were cold and wet having been afloat all night. They were taken below, strapped in and looked after.

At 0752, as soon as the survivors were on board, Coxswain Castle manoeuvred slowly astern to get clear of the shallow area and keep the bow to sea. However, the strong wind caught the bow and before the effect could be countered, the vessel swung to starboard and the stern went aground.

For more than 30 minutes Coxswain Castle and his crew attempted to free the lifeboat. Second Coxswain Bailey and Crew Member Richard Rogers volunteered to put on drysuits and entered the water attached to a lifeline. They attempted to float the spare anchor seaward so that the lifeboat could be pulled off. However, the spray made breathing very difficult and at one stage Richard Rogers was pulled underwater when the lifeline became trapped in the anchor as it was submerged.

At 0800 the main engines were shut down, all crew and the two survivors were instructed to remain below, with all the watertight doors closed. Coxswain Castle and Second Coxswain Bailey remained in the wheelhouse.

The lifeboat settled onto the sand on an even keel. To conserve battery power only the VHF radio was left on to maintain contact with the shore. Once the water had receded from around the hull an external inspection revealed that



RNLB *Helen Turnbull*, of Sheerness.

photograph by courtesy of A H Joyce Esq





Coxswain/Mechanic Robin Castle of Sheerness.

there had been no damage and both rudders and propellers were clear.

At 1330 the younger of the two survivors left the lifeboat and, ignoring the advice of the lifeboatmen, he started to walk ashore. A careful watch was kept on him until he reached the shore and was met by Grain Coastguard.

During the afternoon the anchor was repositioned and preparations were made for refloating the lifeboat.

At 1817 the lifeboat refloated and all the compartments were checked for leaks. The weather had by now moderated to south west force 5/6. The lifeboat was gently pulled off the sand by using the anchor and the steering and engine movements were checked. All was well.

Sheerness lifeboat then returned to station, arriving at 1915. The *Helen Turnbull* was refuelled and ready for service at 1955.

Following this service the RNLi's bronze medal for gallantry has been awarded to Coxswain/Mechanic Robin Castle and the thanks of the Institution inscribed on vellum awarded to Second Coxswain Dennis Bailey and Crew Member Richard Rogers. Bronze medal service certificates go to Crew Members Peter Bullin, Eamonn French and Brian Spoor.

A letter from Rear Admiral W J Graham, the RNLi's director, was sent to Captain William Patterson, thanking him for the important part he played in the successful completion of this service.

## Scotland, North Division

### Fishing vessel aground

AT 29 MINUTES PAST MIDNIGHT ON Thursday, August 27, 1987, Moray Coastguard overheard the fishing vessel *Constant Star* inform Peterhead Harbour Control that she had run aground on the Skerry Rock and required immediate assistance. Peterhead lifeboat station honorary secretary, Captain Alexander Auld authorised the paging

signal to call out the lifeboat crew.

Twelve minutes later Peterhead's temporary station lifeboat, *The Royal British Legion Jubilee*, a 48ft 6in Solent class, slipped her moorings and proceeded at full speed.

The wind appeared to be blowing strongly from the north north west as the lifeboat set sail. As she turned into the outer harbour the coxswain was able to see and head for the lights of the fishing vessel *Challenger* at the scene of the stranding.

Once clear of the harbour the lifeboat experienced the full strength of the north-easterly gale force 8. The sea was rough with crests reaching 30ft in height around the casualty.

*Constant Star* was found lying fast on a north-westerly heading without lights and listing 15 degrees to port. Large wave crests passed over her with only her white masts visible. Two fishing vessels were lying clear in shallow water.

The lifeboat crew used the searchlight and illuminating flares to search the vessel for any survivors as the lifeboat steamed slowly northward. The casualty was caught by a series of high waves and was swung to starboard, ending up on an easterly heading with an increased list to port.

The coxswain made three runs alongside the casualty but no survivors were seen. He reported to the coastguard that the liferafts were missing. A search began and *Challenger* reported seeing a light one mile south of Buchan Ness Light.

The lifeboat steamed to the south and found a light/smoke float and two

lifebelts but no survivors. The *Challenger* found a liferaft but the raft was not fully deployed from its canister.

At 0122 a Sea King helicopter arrived from RAF Lossiemouth and was instructed by the coastguard to conduct a search out to eight miles south. Numerous fishing vessels in the area were also searching for the second liferaft.

Coxswain McLean decided to return to the casualty and posted two lookouts on the lifeboat's foredeck. The casualty's wheelhouse was almost demolished and the vessel was nearly submerged.

The coxswain took the lifeboat to within 100ft, as close as conditions would allow and the lookouts, James Clubb and Sid Chisholm, saw a movement near the wheelhouse. It was just then that a particularly large sea broke over the lifeboat causing, it was found later, injuries to three lifeboatmen.

The news of the sighting was transmitted to all concerned at 0159. The lifeboat took up station close to the south west of the casualty's stern in case of a mishap during the winching operation.

The helicopter arrived and the winchman was lowered down. He was almost washed overboard as he placed the survivors into the strops but in four double lifts the eight survivors were lifted off the vessel and landed ashore into the care of ambulancemen.

Peterhead lifeboat arrived back at station at 0225, was refuelled and ready for service at 0241.

Following this service, Coxswain/Mechanic John McLean has been awarded the Thanks of the RNLi inscribed on vellum. Vellum service



Torbay lifeboat *Ralph and Bonella Farrant* returns to Torquay Harbour with the French racing yacht *Corum* and her 12-man crew in tow. The 45ft sloop had been in danger of foundering on the rocks off Hopes Nose after her rudder snapped in a force 8 south westerly gale—gusting to storm force 10—on June 6, 1987, during the 195-mile Admiral's Cup qualifying race for the De Guingand Bowl. Although initially intending to anchor to the east of Thatcher Rock, to await a tow from the harbour tug *Pendragon*, the *Corum* began to drift towards danger and it was agreed to launch Torbay lifeboat at 1009. A tow was successfully connected and the yacht was taken into the harbour without further incident, arriving at 1120.

certificates have also been awarded to Acting Second Coxswain Sidney Chisholm, Acting Assistant Mechanic James Clubb and Crew Members Joseph Park, Alexander Stephen and Richard Smith.



Coxswain/Mechanic John McLean of Peterhead.

## West Division

### Fishermen rescued

AT 0840 ON MONDAY, September 14, 1987 Captain K R Holmes, Fleetwood lifeboat station honorary secretary was informed by Liverpool Coastguard MRSC that the 55ft fishing vessel *Gallilean* was taking water about five miles west of Blackpool Tower. The vessel had lost power once the water reached the main engine and the pumps were no longer working.

The maroons were fired at 0842 and the lifeboat crew were paged. At 0850 the relief 44ft Waveney class lifeboat *Arthur and Blanche Harris* slipped from the lifeboat pen and proceeded to sea. A west south west wind force 6 was blowing, with a rough sea.

At 0900 the lifeboat cleared the relatively calm conditions in the main channel and set course for King Scar Buoy and the casualty. Radio communication with the casualty was good and it was possible to use radar and VHF/DF to set a direct course.

The passage was through very rough seas with the wind now force 7. Speed had to be reduced after the lifeboat had been laid over twice by large breaking seas.

An hour later the casualty was sighted some 3½ miles west of Blackpool Tower. She was heavy by the stern and rolling as she lay with her stern to the breaking seas. The seas were pushing the stern downwind as they broke over her.

Coxswain Fairclough discussed the situation with the vessel's skipper and it was decided to try to tow the casualty as it was considered that extensive damage could be done to the lifeboat if any attempt was made to go alongside in the conditions. There was also the risk of injury to the MFV crew if a transfer was attempted.

A heaving line was passed on the

fourth attempt and a tow line connected. At 1020 the lifeboat began towing the casualty at about four knots on a north east heading towards the King Scar Buoy. During the next two hours slow progress was made and constant contact was maintained with both the casualty, to check on the level of the rising water, and Liverpool Coastguard.

The lifeboat was laid over heavily on several occasions as seas broke over the port quarter and it was only due to Coxswain Fairclough's experience and skilful use of the engine controls that the tow line was not parted several times.

Just after midnight the skipper of the *Gallilean* informed the coxswain that the vessel was becoming unstable because of the water inside the hull. After being hit by a large breaking sea which carried away part of the bulwark he decided that it was time to abandon ship.

After some discussion Coxswain Fairclough decided that it would be safe for the two MFV crew members to abandon the fishing boat and board their liferaft so that they could be picked up clear of the sinking vessel. This would prevent unnecessary damage to the lifeboat, avoid contact with the nets awash around the stern and prevent the risk of injury to either the lifeboatmen or the fishermen.

The lifeboat stood off and provided illumination for the fishermen to inflate and launch their liferaft. The tow line was cut and they boarded the raft and attempted to paddle clear.

After several minutes without making headway they realised that the painter was still secured and stopped paddling to cut it free. A few minutes later, once the liferaft was clear of the MFV, the two crew members and the raft were taken on board the lifeboat.

Coxswain Fairclough stood by the vessel until she touched bottom at 0040 on Tuesday, September 15, with the masts still visible above the surface. The position of the wreck was reported to Liverpool Coastguard.

The lifeboat returned to Fleetwood arriving at 0110. She was refuelled and ready for service at 0130.

In his official report, Mr Michael Vlasto, divisional inspector of lifeboats for the west, commented:

*"This heavy weather service was effectively and efficiently carried out by Coxswain Fairclough and his crew. The combination of his excellent seamanship and consummate boat handling skill made what could have been a difficult and possibly dangerous rescue look comparatively easy.*

*"The coxswain's good judgment at the time and well reasoned decision not to attempt going alongside the casualty is to be commended and it ensured that neither personnel nor the lifeboat sustained damage. Second Coxswain Steven Musgrave's accurate navigation throughout this heavy weather service greatly assisted in its satisfactory outcome."*

Following this service, Coxswain

William Fairclough has been awarded the Thanks of the RNLI inscribed on vellum and Second Coxswain Steven Musgrave, Motor Mechanic Peter Scott, Emergency Mechanics David Owen and Barrie Farmer and Crew Members William Rawcliffe and Shaun McCormick have each been awarded vellum service certificates.



Coxswain William Fairclough of Fleetwood.

## South East Division

### Ex-trawler ablaze

THE HARWICH Waveney class relief lifeboat *Khami* was returning from a publicity visit to the East Coast Boat Show at Ipswich on the afternoon of Sunday, June 14, 1987, when the five-man crew spotted smoke billowing from the former trawler *Mary La*, at anchor in the River Orwell, near Kevington Marina.

The crew, together with Harwich branch chairman Mr Howard Bell and station honorary secretary Captain Rod Shaw, were dressed in functional clothing and lifejackets, although they were wearing good clothing beneath in order to appear smartly turned-out at the show.

The fire was reported by Thames Coastguards at about the same time as the lifeboat crew had spotted the smoke.

The coastguards were asked to alert local fire services, while Second Coxswain David Gilders and his crew prepared the extinguishers and fire hose.

On arrival alongside the 70ft vessel, it was seen that a dinghy trailed astern and it was assumed that the three-man crew of the *Mary La* were aboard.

The fire was below decks and much noise was being created by the burning materials. The lifeboat crew shouted to try to locate crew members aboard *Mary La*, but to no effect.

Captain Shaw, accompanied by Emergency Mechanic Kenneth Brand and Crew Member Paul Smith boarded the burning vessel, despite the emission of heavy acrid smoke from various openings and signs of fire about to break through the deck.

While other crew members began work with buckets, extinguishers and

fire hose. Captain Shaw decided that the fore hatch should be opened for inspection (the seat of the fire being towards the vessel's stern).

The hatch was opened with great care and covered by the hose. When deemed safe, Crew Member Smith entered the forward compartment—closely followed by Captain Shaw—and began searching.

The owner of *Mary La* arrived alongside in a small dinghy at around 1430 and was able to confirm that no-one else was aboard the former trawler, which he had been converting to a pleasure craft.

As the smoke cleared, once the fire was extinguished, the lifeboat crew observed a horrific cocktail of hazardous material below decks.

Pressurised containers of acetylene, oxygen, propane and butane gas were located alongside petrol and diesel fuel. Boxes of polystyrene and cork tiles had produced most of the smoke and there was also a range of other combustible materials on board.

With small outbreaks of fire still occurring in hot spots, the lifeboat crew began removing all possibly hazardous items to the upper deck, while damping down continued.

At 1610 the fire service dory *Suffire 1*, having returned ashore for more personnel, made fast alongside and took over the completion of the operation.

The lifeboat left for Harwich, returning to station at 1645. The boat was refuelled and ready for service at 1710.

Following this service a framed letter of thanks signed by the Duke of Atholl, the Institution's chairman; was presented to Second Coxswain David Gilders, Emergency Mechanic Kenneth Branch, Crew Members



RNLB Khami

Peter Dawson, Paul Smith and Robert Barton, branch chairman Mr Howard Bell and station honorary secretary Captain Rod Shaw.

### East Division

## Search success

AT 1820 ON FRIDAY, MARCH 6, 1987, Tyne Tees Coastguards were alerted by the mother of one of two men aboard the Hartlepool-based fishing boat *Sea Fox* that the vessel was six hours overdue at the east coast port.

**Hartlepool's** 44ft Waveney class lifeboat *The Scout* and the **Teesmouth** 47ft Tyne *Phil Mead* were launched and it was established that *Sea Fox* normally fished between Tees Fairway Buoy and Steety Pier.

A beach search was also commenced by coastguard search companies, but as the weather deteriorated, with still no

sign of the missing boat, it was decided to launch three other lifeboats, **Sunderland's** 47ft Watson *William Myers and Sarah Jane Myers*, **Tynemouth's** 52ft Arun *George and Olive Turner* and **Blyth's** relief 44ft Waveney class *Wavy Line*.

The Sunderland boat launched at 2059 to await instructions on the search area. At 2150 Coxswain Anthony Lee was asked to search up to 10 miles from the coast between the lines of latitude 54°50'N and 54°57'N.

The weather was overcast with frequent rain and snow squalls giving moderate visibility. The wind was southerly force 6 with little sea running in the sheltered launch position.

Proceeding at full speed, Sunderland lifeboat cleared the harbour entrance at 2155 to begin searching the designated area.

Two crew members remained on deck as lookouts at all times in the cold and wet, with relief watches set at 20-minute intervals.



A mock Viking longship—one of four glass fibre replicas belonging to the Viking Longship Association—ran into trouble in Peel Harbour, on the Isle of Man, during a local carnival on August 2, 1987, when it began leaking and became submerged with 17 people on board. Peel's Atlantic 21 lifeboat B536 was being rehoused 500m away following an exercise, when the incident was spotted by a member of the crew. The lifeboat launched immediately, arriving on scene within a minute. Helmsman Brian Maddrell noted that the longship was completely awash, the deck being under 40cm of water. The majority of those on board had stayed with the boat, but a young woman and an older man had floated away. Crew member Edward Allen entered the water to assist these two while the lifeboat came alongside the casualty to take

the remaining people on board, Crew member James Leece helping the final few to transfer.

The Manx Lochin 38 Fisheries Protection Vessel *Enbarr* arrived at the scene and managed to put a line aboard the casualty. The rescued people were landed by the lifeboat, which then returned to the casualty to assist further. Both crewmen boarded the longship, which was then towed by *Enbarr* to safety. The lifeboat was rehoused and ready for service at 1720, half an hour after launching. Following this service a letter of appreciation was sent to the station by Lt Cmdr Brian Miles, deputy director/chief of operations, who paid particular tribute to the actions of Edward Allen in diving into the water.



On the outside leg of the search zone, VHF contact between the lifeboat and Tyne Tees Coastguards was lost and messages were having to be relayed through Cullercoats Radio.

The search continued until 0145 on Saturday, March 7, when the Sunderland crew spotted a small light two miles east of Seaham Harbour, where the *Sea Fox* was found at anchor with a parted gearbox shaft.

The weather at the scene was heavily overcast, with sleet squalls and moderate visibility. The wind was a south south-easterly gale force 8/9, with rough breaking seas of up to 16ft. The casualty lay at anchor, pitching violently and shipping spray across her. The tide was setting north west at  $\frac{3}{4}$  of a knot and it was five hours after high water.

The lifeboat ran in from the north west towards the starboard side of the *Sea Fox*, but on near approach, as the way was taken off, she was blown away. A second similar run was made, but again she paid off as way was taken off her. The survivors were too cold to help so again the lifeboat cleared astern.

A third run was made down the port side of the casualty from astern and as the two came together the survivors were grabbed aboard by the lifeboat crew before once more she was cleared astern. The casualty was left to the elements at 0210 and the survivors were taken into the after cabin with the heaters going and wrapped in blankets.



Full speed was made back to station in the now following seas and an ambulance was on hand to meet them as they returned at 0230. The lifeboat was rehoused, refuelled and ready for service at 0310.

Following this service a framed letter of thanks, signed by the Institution's chairman, the Duke of Atholl, was presented to Coxswain Anthony Lee of Sunderland in recognition of his skilful handling of the lifeboat in the prevailing conditions.

*The arrival at Spurn Point of Humber's new Arun class lifeboat Kenneth Thelwall in August, 1987 gave spectators an added bonus when she came in with three survivors on board, having been diverted to the aid of a sinking yacht four miles from home, on the last stage of her passage from RNLI headquarters Poole. The old Humber lifeboat, City of Bradford IV is pictured towing the yacht, Cleethorpe's inshore lifeboat standing by. Kenneth Thelwall, dressed overall, is pictured right.*



Hastings' 37ft Oakley class lifeboat *Fairlight*, with Coxswain Frederick White at the helm, tows the Dutch yacht *Octopus* towards Rye Harbour during a force 6 south-south-easterly gale and in rough seas on July 19, 1987. Rye Harbour's C class inflatable lifeboat is pictured standing by the yacht, which suffered engine failure during the adverse weather conditions. A woman and her three children were transferred to Hastings lifeboat by the C class, leaving the yacht's skipper and three lifeboat crew to bring the vessel safely into harbour at 1458.



Eastbourne's D class inflatable lifeboat is pictured helping a windsurfer ashore on Sunday, September 13. He was one of several who got into difficulties during a weekend of bad weather along the south coast.



Weymouth lifeboat *Tony Vandervell* returns to Weymouth Harbour with the Poole-based yacht *Piepenhannes* in tow. The yacht fouled a propeller on a pot line at Lulworth Cove on September 6, 1987 and ran aground. A local fishing boat helped her off and she was moored to the Army Range Buoy. Portland Coastguards alerted Weymouth lifeboat at 1415 and she slipped her moorings 11 minutes later, arriving at the casualty at 1455. The weather at the entrance to Lulworth Cove was poor, with a force 8 south-westerly gale creating large, rough seas. Coxswain/Mechanic Derek Sargent decided to attach a tow and the *Piepenhannes* was towed safely into harbour, the lifeboat remooing at 1755.

# THE LIFEBOAT SERVICE—Past and Present

## 25 Years Ago

From the pages of THE LIFEBOAT, June, 1963 Issue.

### Notes of the Quarter

THE first quarter of 1963 was a period in which a number of important advances were made in the development of life-boat design and in the task, which is a continuous one, of modernizing and re-equipping the life-boat service as a whole. During this period a new type of life-boat was completed. This was the 48-foot 6-inch Oakley life-boat, which is described in detail on page 452 and illustrated on pages 472 and 473.

In the summer of 1958 the first of the Oakley type of life-boat was completed. This was the 37 foot boat, and a number of these life-boats are now in service. The Oakley life-boat, as is generally known, is a self-righting boat, but the most important quality of the boat is not simply that she will right herself automatically if she capsizes but that she is a more stable boat than comparable life-boats of the non-self-righting type, her self-righting quality being provided by an ingenious system of shifting a water ballast. The same principle has been applied in the new 48-foot 6-inch boat, but this is, of course, a boat of a larger type with a cabin and shelter for the crew and survivors. At the time of going to press the new life-boat is on her way to Leith, where she will be inspected by representatives of life-boat societies from many countries who are attending the ninth international life-boat conference.

The 48-foot 6-inch life-boat is not the only type on which the Institution is working. Designs have been submitted for a life-boat which will be some 70 feet in length, will have a higher cruising speed than existing life-boats in the fleet and from which it will be possible to launch a smaller boat for inshore rescue work. When inviting designs for the new type of life-boat the Institution made it clear that steel construction might be acceptable. Extensive tank tests will have to be carried out before a prototype life-boat can be built, and some two or three years may elapse before this prototype can be effectively tested under service conditions.

### NEW FAST RESCUE CRAFT

Concurrently with these important developments in the design of life-boats experiments have been carried out with a new type of fast rescue craft designed primarily for inshore rescue work in the summer months. These craft are inflatable and are constructed of a tough nylon material proofed with neoprene. They can be driven at 20 knots or more, a 40 h.p. outboard motor being mounted on a wooden transom. The types with which the Institution has been experimenting are 15 feet 9 inches in length and have a beam of 6 feet 4 inches. Craft of this type are being placed at the life-boat stations at Aberystwyth, Gorleston, Redcar and Wells, and trials will be carried out at other points on the coast between life-boat stations. The craft will normally be manned by a crew of two with two additional helpers to assist in launching where necessary. Those who man them will receive service rewards on the same scale as members of life-boat crews.

## Today's Lifeboatmen



Coxswain/Mechanic Ronald Cannon of Ramsgate first joined the crew in 1964, became bowman in 1967 and coxswain/mechanic in 1976. He was awarded a long service badge in 1984 and a silver medal in 1986 in recognition of the courage and seamanship he displayed when the French fishing vessel *Gloire à Marie II*, aground at the entrance to the River Stour two miles south west of Ramsgate, was towed into deep water with her crew of seven and led to safety in a violent north-easterly storm and very heavy seas. Ronald, of course, is employed on a full time basis as coxswain/mechanic and is married with two young sons who enjoy messing about in boats!

## Facts and Figures

In 1987 the RNLI's lifeboats have so far launched **2,518** times, saving **1,046** lives.

In 1986 lifeboats launched **3,723** times (an average of over 10 times each day) and saved **1,424** lives (an average of over 3 each day).

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

Over 59 per cent of all services were to pleasure craft.

There are **261** lifeboats on station and a further **97** in the RNLI relief fleet.

**116,063** lives have been saved since 1824 when the RNLI was founded.

The net cost of running the RNLI in 1988 will be over **£31 million**.

Current costs of building lifeboats are as follows:

16ft D class inflatable	£9,000
17ft 6in C class inflatable	£12,000
21ft Atlantic rigid inflatable	£40,000
52ft Arun	£570,000
47ft Tyne	£560,000
Fast carriage boat	£337,000

# Message from the Director

by Lt Cmdr BRIAN MILES  
RD RNR

By the time this letter is published I will have succeeded Rear Admiral Graham as director and secretary of the RNLI. It is a tremendous honour and a considerable challenge to have been appointed by the committee of management of the RNLI to become the new director and I am now looking forward to the New Year and the opportunity of endeavouring to justify the confidence placed in me. Certainly if good wishes could be used as a measurement of success, then few problems await me! I have been so grateful for the many messages of congratulations and goodwill that I have received from RNLI friends and although I have been able to acknowledge these messages personally, I would again like to express my appreciation to everyone who has been kind enough to write to me.

Becoming the director of the RNLI would be a challenge at any time; however the requirement to prove a worthy successor to Admiral Graham adds another dimension! Many tributes will be paid to Admiral Graham as his retirement approaches, but as his deputy for the last five years, I am particularly well placed to confirm that he has served the RNLI with total dedication while he has been director and I have benefited enormously from his friendship and wise counsel throughout this period. This letter provides me with a further opportunity to express my thanks to Admiral Graham for the encouragement and support he has given to me and also to wish him and Mrs Graham a long and happy retirement.

Whenever I am given a chance to talk about the RNLI, I always emphasise my view that the Institution is truly a great family organisation and I make no apologies for repeating that again now. Many changes will need to take place in the future and the RNLI must and will move with the times. Notwithstanding this, the pride of service, the enthusiasm and the sheer dedication which are so evident wherever one goes within the RNLI must never be taken for granted. They are among our most priceless assets and are fundamental to our continuing success in the years ahead. I would add that these attributes and the RNLI spirit generally are admired not only in this country, but by our friends and colleagues in other lifeboat services throughout the world, and I see it as one of the prime tasks of the director and the staff to ensure that this spirit is preserved and also encouraged to prosper still further in the future.

There is no doubt that the future offers many new challenges for the



RNLI. So much has been achieved over the last few years with the introduction of new lifeboat designs, but equally exciting developments are now in the planning stages and hopefully we will benefit from the results within the next few years. In achieving worthwhile improvements, it is always essential to remember that high standards must be maintained, as we owe it to our coxswains and crew members to ensure that lifeboats and their equipment are the very best that can be provided.

So far as finance and fund raising are concerned, long may we go on being able to say that we are supported entirely by voluntary contributions, as I believe that the RNLI's experience of over 160 years has proved that a lifeboat service funded in this way can be outstandingly successful. At present the finances of the RNLI are in very encouraging order, thanks largely to our many generous donors and the magnificent efforts of our fund raisers, together with the care taken by those concerned to ensure that RNLI funds are used with wisdom and prudence. It is another vital responsibility of the director and the staff to ensure that under the overall control of the committee of management, the funds of the RNLI continue to be utilised to the best advantage, and essentially this means that the largest possible proportion is expended on the provision of modern lifeboats and equipment for the coast.

Although the RNLI is a charity, it is also a unique organisation in many ways. We have a commitment to the governments of Great Britain and Ireland to provide a modern sea rescue service maintained at peak efficiency on a 24-hour basis, day in and day out throughout the year. In order to meet that commitment effectively, and to the high standards that the world expects of countries with great seafaring traditions, it is necessary that we continue to strive for high professional standards in everything that we do. We have never failed in that objective in the past and I am confident that we will not do so in the future.

I extend good wishes to all members of the RNLI family in 1988 and I look forward to meeting as many of you as possible in the future.

## Staff changes

On January 1, 1988 Lt Cmdr Brian Miles, RD, RNR, succeeded Rear Admiral W J Graham as director and secretary of the RNLI. Admiral Graham had held the appointment for 8½ years.

Lt Cmdr Miles (pictured left, presenting his new deputy Ray Kipling to the RNLI's president) joined the RNLI in 1964 as an assistant inspector of lifeboats in Scotland, following a 10-year career with the P & O Shipping Company, mainly on passenger liners. He has also undertaken periodic training as a Naval reserve officer.

From 1967 to 1973 he held appointments as inspector of lifeboats in Scotland and Ireland before joining the RNLI's head office staff as executive assistant to the director. In 1978 he was appointed staff officer operations and in 1982 became deputy director. During 1987 he acted as deputy director and chief of operations.

He is married with two daughters and one son.

The new deputy director is Mr Ray Kipling, who joined the RNLI in 1973 and who was appointed public relations officer in 1980. During 1987 Mr Kipling, who is married with one daughter, acted as assistant director, pending his new appointment, which also came into effect on January 1.

The Institution's new chief of operations is Captain George R Cooper, RD\*, MNI, RNR, (pictured below) who has been deputy chief of operations since 1981, before which he had spent 18 months at head office as a staff officer and nine years on the coast as a divisional inspector of lifeboats in the west and north west divisions. He is a captain in the Royal Naval Reserve, with a staff appointment as Captain Training and Recruiting, List One.

Captain Cooper is married, with two sons.



(Continued from page 224)

approved by the medical and survival committee, under the chairmanship of Surgeon Rear Admiral Ian Colley.

The search and rescue and executive committees of the RNLI each gave the suit their blessing and it is expected that all lifeboat crews will have been issued with them by the end of 1988.



# The Darling of her age

*Is there in the field of history, or of fiction even, one instance of female heroism to compare for one moment, with this?* wrote *The Times* in 1838.

The event to which the leading article in the newspaper referred was the rescue on September 7, 1838 of nine survivors of the wreck of a paddle steamer *Forfarshire* by Grace Darling and her lighthouse keeper father, William Darling. The two rowed through a gale to reach the survivors who were clinging to Big Harcar rock, within sight of the Longstone Lighthouse, on the Farne Islands, Northumberland.

Grace Darling became a national heroine within weeks of the rescue. Newspapers carried accounts of the heroic act and Longstone Lighthouse was besieged by visitors; poets, portrait painters, journalists and the curious, all hoping for glimpses of Grace. The story of the rescue expanded in the telling with Grace being portrayed as the instigator of the act, begging her father to help rescue the survivors. The media interest in Grace was so intense that reports appeared in local and national newspapers for some months after the rescue. She was invited to take part in a circus, to appear on the stage and to supply copious quantities of locks of hair. Of a delicate constitution, it is reported, Grace suffered under all this pressure and in 1842 died of tuberculosis.

But what of her life and the rescue itself? To see how Grace became involved, one must go back in time and look briefly at her family history. Grace Horsley Darling was born on November 24, 1815 in her grandfather's Bamburgh cottage. She was the seventh child and fourth daughter of William Darling, principal keeper of the Brownsman Island Lighthouse on the Farne Islands. William had succeeded his father, as keeper, earlier that year.

William Darling was then 29 and his wife, Thomasin 41. William had been employed by Trinity House in varying capacities all his working life. Brownsman Island was a desolate place and Grace went to live there in 1815. In 1826 the light was discontinued and her father was appointed to the new Longstone light on the outermost Farnes. The family was self-sufficient. Trinity House provided materials for light and basic foodstuffs; flour, dry goods, smoked pork, bacon, etc and to this they added the produce of sheep, goats, rabbits, wild duck, teal, widgeon, fish, birds' eggs and vegetables dearly won from his peaty, walled garden. William's salary was £70 per annum plus a gratuity of £10 for satisfactory service. This he supplemented by bonuses paid by the Crewe Trustees for reporting wrecks, for saving life and salvaging



*William and Grace—their epic rescue touched the nation's heart*

***The 150th anniversary of the rescue by Grace Darling and her lighthouse keeper father William of the survivors from the steamship Forfarshire is here set into its historical context by GEORGETTE PURCHES, the RNLI's Assistant Public Relations Officer.***

goods. Occasionally there were paying guests—bird watchers and naturalists. By standards of the time the Darling family were reasonably affluent. However their life on the island was hard, isolated and often uncomfortable. His family acted as unpaid assistants keeping the light operational and in return were permitted to live with him.

Grace it seems thrived in this environment and although she may have attended school on the mainland, most of her learning was from her parents who taught her to read and write, knit, spin and sew. Her books, she once wrote, were *principally Divinity . . . with a good many of the Religious Tract Society's Publications; geography, history, voyages and travels, with maps, so that Father can show us any part of the world and give us a description of the people, manners and customs, so it is our own blame if we be ignorant of either what is done, or what ought to be done.*

It seems by the age of 19 Grace had chosen a life giving support to her parents. All her other brothers and sisters, apart from her younger brother William Brooks, had left the islands.

It was on the morning of September 7, 1838 that Grace Darling became a heroine. Grace, her father and mother were alone in the lighthouse as William Brooks was away visiting friends on the mainland. At about 4am the steamship *Forfarshire*, on passage from Hull to Dundee, hit Big Harcar rock and broke in two.

The *Forfarshire* was a very modern craft, a steamship in an age when most vessels were still powered by sail. She

was four years old and the pride of the Dundee, Perth and London Shipping Company. She sailed for Dundee on September 5, with a mixed cargo and some 60 passengers and crew (the exact number has never been established). The boilers continually gave trouble and eventually a leak could not be controlled, the pumps could not clear the boiling water, steam failed and off St Abbs Head, north of the Tweed, the engines stopped. The *Forfarshire* began to drift south. Captain Humble made sail and decided to try to reach the shelter of Inner Farne. In tremendous seas and gale force winds he misjudged his course and the ship hit Big Harcar rock, some 300-400 yards from the Longstone light. *One quarter before five, William Darling wrote to Trinity House, my daughter observed the vessel on the Harcar rock, but owing to the darkness and spray going over her, could not observe any person on the wreck, although the glass was incessantly applied until near seven o'clock.*

At seven the Darlings saw movement on the reef and realised that there were survivors in desperate need of help. William judged that neither the North Sunderland nor Bamburgh lifeboats could put out in such a storm and therefore help could come only from him. But this time he did not have his sons to help him, only his daughter Grace. That Grace was the driving force in the decision to make the attempt has had much airing. Her sister Thomasin dismisses it. *The romanticists who, in the affair of the Forfarshire, made the entreaties of his daughter overrule his judgement, did not know about whom*

they wrote. It is very likely that the proposal to aid her father in the boat first came from Grace, but had he not himself thought the attempt practicable, he was not the man to endanger her life and his own in weak concession to girlish importunity.

Clearly he was not that sort of man. He had attempted many rescues before and after that night with the help of his sons. However Grace could row well enough, for their livestock and gardens were on Brownsman Island and Grace often rowed there to tend them. The deciding factor was that it was possible to approach the wreck from the south, a course which would provide shelter nearly all the way, although the distance would be doubled. The return against tide and gale would be possible only if the survivors were capable of manning the oars.

On the strength of such reasoning William Darling, aged 52, and his 22 year-old daughter launched their 21ft long coble into the roaring seas.

They found nine survivors on the reef, one a woman, Mrs Dawson, holding the bodies of her two dead children in her arms. William Darling leapt onto the rock and left Grace alone to steady the coble. They took five in that first trip, including Mrs Dawson and an injured man. William Darling and two crewmen made the return trip and by 9am all nine were safe in the Longstone; Mrs Dawson and three other passengers and five crew.

By 11am seven lifeboatmen from North Sunderland sought shelter in the lighthouse. Contrary to William Darling's expectations the North Sunderland lifeboat crew had put out in an act of great courage and supreme seamanship. They had reached the wreck half an hour after the survivors had been rescued. Unable to regain North Sunderland they sought shelter in the Longstone. Among the crew was William Brooks, Grace's brother, who had volunteered to help. The *Forfarshire* had been spotted aground from the turret of Bamburgh Castle and a gun fired as a signal. The lifeboat could not put out but a fishing coble, under the command of William Robson, the lifeboat cox-



*A contemporary view of the rescue . . .*

swain, was launched. With him went his two brothers, James and Michael, William Brooks Darling and two fishermen. It took them two and a half hours to reach Big Harcar and the return was impossible. They were marooned at Longstone until the evening of September 9.

Meanwhile, one boat, which had managed to get away from the wreck of the *Forfarshire*, drifted helplessly southward. Miraculously a sloop spotted her and rescued the survivors, nine in all, including the steamship's mate. Thus 18 survived the wreck of the *Forfarshire* but over 40 passengers and crew were drowned.

At the inquest which followed, the Dundee Shipping Company was attacked by hostile witnesses and found to be negligent. However, a second inquest some weeks later heard more substantial, objective evidence and it was concluded that the *Forfarshire* was wrecked in consequence of tempestuous weather.

During the weeks following the disaster the story of Grace Darling's participation spread far and wide and became increasingly elaborate in the telling. Local feelings ran high both

against the Shipping Company and some against Grace herself. Jealousy of her growing fame caused some locals to deny that the rescue was in any way hazardous. Both sides, the *hype* of the media reports and the antagonism of the local fishermen must have upset Grace enormously. Gone was her quiet existence surrounded by only her family. Longstone lighthouse became a focal point for souvenir hunters, sightseers, poets and painters anxious to make their mark. Grace was like a goldfish in a bowl.

Gifts poured in until both she and her father were bemused. The Duke of Northumberland, seeing their plight, stepped into the fracas and set himself up as Grace's guardian. He invested their money and tried to keep the pestering curious away.

It is not surprising that in 1841, only three years later, Grace fell ill. Despite attention from the Duchess of Northumberland's physician, she died on October 20, 1842.

However great the fiction surrounding the rescue, it cannot be disputed that Grace and William Darling exemplify the finest traditions of lifesaving and should be remembered for their selflessness and courage.

In order to mark the 150th anniversary of the rescue the Royal National Lifeboat Institution is launching the Grace Darling Appeal in January 1988. The aim of the appeal is to fund a new lifeboat for North Sunderland lifeboat station, to be called *Grace Darling*. A special exhibition trailer with a replica of the coble will tour the country throughout 1988 and other events and celebrations are planned. If media interest in the anniversary were half as strong as that in the event in 1838 the appeal would quickly reach its target of £350,000. For further information and to send donations please write to: Grace Darling Appeal, RNLI, West Quay Road, Poole, Dorset BH15 1HZ. Telephone 0202671133.



*. . . and of those rescued, back in the safe haven of Longstone Lighthouse.*

# The baby of the fleet is 25 years old

By HEATHER DEANE,  
Deputy Public Relations Officer



*St Catherines C class inflatable (top) and Aberdeen's D class in a cliff rescue. Speed and manoeuvrability are the essential ingredients in the RNLI's fleet of inflatable lifeboats*

## First medals for gallantry

THE first gallantry medals to be awarded to crew members of an inflatable lifeboat were in September 1969. Robert Stewart and Andrew Scott of Amble won bronze medals for the rescue of two men from a capsized yacht, off Amble pier.

Without thought for their own safety, the lifeboatmen launched into heavy, breaking seas. When they eventually sighted the two survivors clinging to a lifebuoy, they needed all their skill to get close enough to take the men on board the lifeboat.

Last December, Ian Stringer, Helmsman of the Eastbourne lifeboat won a bronze medal for rescuing three members of a film unit, filming a James Bond adventure, when their small boat capsized off Beachy Head. Ian took the lifeboat through dangerous rocks and shallows with breaking seas and surf making navigation hazardous.

Altogether 26 medals have been awarded to crew members of D class inflatable lifeboats as they are now known.

TWENTY FIVE THOUSAND LAUNCHES—an average of 1,000 a year and the lives of nearly 11,000 men, women and children saved. This is the proud record of the 16ft (4.88m) D class inflatable lifeboat, preparing to celebrate her silver jubilee in 1988.

Yet there were no fanfares to herald her arrival in May 1963 and few could have guessed that this was truly an historic event for the RNLI. One which would lead to a new breed of small lifeboats, largely pioneered and developed by the RNLI and whose role would be increasingly vital in the saving of lives at sea.

Before the 1960s, only a small number of people could afford yachts or motor boats. Sports like windsurfing were unknown. Those who did sail or cruise were usually capable, experienced sailors. Suddenly, more people began using the sea for leisure purposes. Whether it was dinghy sailing, diving or using airbeds, many got into difficulties through lack of knowledge and experience. The number of inshore incidents increased dramatically and conventional, slow lifeboats with displacement hulls were hardly the best boats to deal with them. It was clear that a simple, high speed rescue craft was required.

The RNLI bought an inflatable boat, for extensive trials, in 1962. A small delegation also visited France where the Breton Society, already operating similar boats, gave help and advice. The following year it was decided to try out eight inshore rescue boats, as they were then known, during the summer months only at Aberystwyth, Gorleston, Redcar, Wells, Mudeford, Southwold, West Mersea and Whitstable.

The 16ft inflatable lifeboats, made in tough nylon material proofed with neoprene, were driven by a 40hp outboard engine, manned by a crew of two and needed only two other helpers to launch them. Their virtues were their speed of 20 knots, ability to go alongside other craft or persons in the water without causing or suffering damage, quickness of launching, ability to drive onto the beach at speed in an emergency and low running costs.

In their first year the eight inshore rescue boats launched a total of 39 times and saved 10 lives. The following year, 19 more were placed on service and by 1966 the number of inshore rescue boats had risen to 72, of which 32 remained on station all through the year, a proof of their success.

Currently there are 84 D class inflatables on station with 27 operating all year. Although limited to operating in daylight and moderate weather, they carry out at least 34% of all lifeboat work.

The RNLI soon began modifying and developing the inflatable lifeboats, putting in inner tubes to prevent air from leaking out (a most painstaking job). Floorboards able to take the strain of high speeds were developed and foam rubber mattresses to help safeguard the crews from excessive strain or injury were added.

Because of the pounding the boats gave their crews, an age limit of 45 was imposed and new young recruits were found. The volunteers needed a high degree of skill to handle the inflatables in choppy seas, surf and amongst rocks and frequently showed courage and determination.



*The early pioneers with a French ILB*



Until 1985, the lifeboats were purchased as bare hulls from either a French or UK manufacturer, and fitted out at the RNLI's Cowes Base, Isle of Wight. However, with experience gained over 20 years RNLI staff have designed and developed the Institution's own 16ft inflatable, in conjunction with Avon inflatables.

The RNLI/Avon lifeboat has improved seakeeping, stability, manoeuvrability and seakindness, and gives a smoother ride to crews and survivors. With 20 already in service, these boats will continue to replace the older D class lifeboats. Communication is by a commercial VHF radio modified by RNLI technical staff and fitted into an RNLI designed and fully waterproof container. Should the lifeboat capsize, a righting drill has been devised and the radio will still operate. Other equipment items include flexible fuel tanks, flares, anchor, first aid kit, compass and knife.

In the early days, crew members wore the same yellow oilskins and black rubber boots as the crews of conventional lifeboats. Now, one piece rubber dry suits, boots and white helmets with visors provide the warmth, comfort and protection needed in the fast, open boats.

The success of the D class inflatable lifeboat led to the development and introduction of other lifeboats under 10 metres in length. The RNLI experimented with several designs, including the Hatch boat, the Dell Quay Dory, the MacLachlan, still in operation at Falmouth, and the Boston Whaler, currently in operation at Poole.

The youngest member of the RNLI's under 10 metre lifeboat fleet is the C class developed from the Zodiak Mark IV, the first one being stationed at St Abbs, Berwickshire in 1979. The 17ft 6in (5.33m) inflatable lifeboat, powered by twin 40hp outboard engines has a top speed of 27 knots and can operate all the year round at locations where it is not possible to operate an Atlantic 21. RNLI designed equipment enables the lifeboat to be manually righted in the event of a capsize and she has a buoyancy system which allows her to continue on service even if the bow is punctured.

The relatively low cost of lifeboats under 10 metres, compared with the bigger lifeboats, has meant that they are an attractive target for funding by many firms, organisations and individuals.

It is hoped that the 25th anniversary will encourage further offers of help. A new film is being made, special posters have been printed and beginning with the London Boat Show, when the theme of the RNLI's stand will be the 25th anniversary of inflatable lifeboats, there will be special displays and exhibits going on around the country throughout the year to mark this special celebration. (Further details may be obtained from the PR Department, RNLI, West Quay Road, Poole, BH15 1HZ (0202) 671133 ext 239).

# THE EARLY DAYS RECALLED

**TWO former operational staff were instrumental in convincing the RNLI of the need to introduce inflatables into the fleet. Lt David Stogdon, an inspector of lifeboats and later Superintendent of Cowes Base, where he led the design and development work on D and Atlantic 21 class lifeboats, and Captain Tony Wicksteed, Deputy Chief Inspector, recall some of the problems.**

Today it is difficult to imagine any lifeboat service not using the inflatable boat or its derivatives.

In the late 1950s only the Société des Hospitaliers Sauveteurs Bretons was using inflatables, mainly to replace some of the conventional lifeboats lost during the war. The successful crossing of the Atlantic by Professor Bombard must, however, have confirmed their usefulness.

No one at RNLI Headquarters considered the outboard engine reliable enough to be used as the only means of propulsion for a lifeboat, nor did the lifeboatmen on the coast.

In 1959, RNLI naval architect, Dick Oakley, designer of conventional lifeboats, said I should look at an inflatable boat made in England by R.F.D., as they claimed that it could be an acceptable rescue craft. After seeing the boat I was sure that none of my RNLI colleagues would consider it worthy of trials.

Some time passed and in 1960 the Chief of Jersey Fire Service, Captain Edmondson bought an inflatable with outboard engine and trailer for beach casualties. He needed the back up of the Jersey lifeboat and advice on equipment and training, which I was able to give.

I soon found that the inflatable was unbelievably good and safe, as long as nothing went wrong with the engine. However, there was little possibility of official support for an inflatable lifeboat within the RNLI, for three reasons:

First, the RNLI terms of reference were for saving life from shipwreck and beach casualties were the responsibility of local councils.

Secondly, the sail board was not in existence, diving was limited to training centres and dinghy sailing was controlled by clubs and their safety organisations. There were fewer independent dinghy sailors than there are now.

Finally, the outboard engine was considered unreliable in the service conditions to be expected in lifesaving work.

In 1961, Norman Cavell, honorary secretary of the Walmer lifeboat, and Alfred Schermuly, owner of the Schermuly Rocket Company, wanted to



*Lt David Stogdon and Captain Tony Wicksteed on board an early model*

Mr Schermuly persuaded the R.F.D. company to lend him a 15ft 9in inflatable made of silver coloured material, and he also borrowed a 25hp outboard engine. He gave them to me on loan for as long as I needed them. At this stage it is fair to say that there would not have been the slightest chance of getting a trial programme accepted without Captain Tony Wicksteed, the Deputy Chief Inspector at that time.

Captain Wicksteed could only get away from head office for one day and unfortunately the wind was blowing gale force 7-8 north north east, sufficient reason for the whole Polish fishing fleet to be sheltering in the Downs. It took until the afternoon to get everything together and the wind was moderating. None of us knew the engine's reliability or even if we could start it and our launch was delayed until the daylight was starting to fade, because I insisted on having an anchor and cable in the boat.

A less appropriate time could not have been chosen but I had to convince Tony Wicksteed that the boat was worthy of his support. We set off into the winter evening with Mr Schermuly, the Walmer coxswain, Captain Wicksteed and myself and went right round the Polish fleet and back without any bother at all.

After a further official trial at Dover, Captain Wicksteed took over the official promotion of the inshore lifeboat at head office.

The RNLI allowed us to visit the Brittany lifeboats and we went as guests of the Patron of the Société Hospitalier Bretons. We learned many vital things from our friends in Brittany and we have always acknowledged our great debt to France.

Valuable support came from Aberdovey Outward Bound Sea School and Captain Fuller, the warden. On the day a trial was arranged the weather was bad with strong gale force winds from the west which produced an atrocious sea state. Solid spume was covering the whole bar area to a height of at least 12 feet and I thought it might be difficult to breathe.

Without any fuss, Captain Fuller took the rubber boat out by himself and disappeared from view.

Captain Fuller remained out of sight for more than half an hour, then reappeared, none the worse. He said the boat was quite safe and he had never been in any danger. His only difficulty was knowing in which direction he was travelling as he could see nothing on the bar. This courageous trial gave the boat a seal of approval by one of the best seamen in the country.

The RNLI inflatable started its life at Borehamwood Depot, where engine and boat trials were carried out on Ruislip Lido water.

Among the many people involved in

**It was, I think, in 1962 when David Stogdon came into my office with his astounding idea of using inflatable boats for fast inshore rescue work.**

I had long considered that there was a need for more speed and faster launching than was provided by the 35ft Liverpool carriage boats, often situated some distance from the launching site, sometimes taking a good half hour to get to sea. I thought these inflatables might be the answer to the problem.

David had, at that time, a quite undeserved reputation for "scattiness" at head office and I remember turning to him and saying *You'll never get this idea past the committee of management, but I think I might.* He agreed and arranged for us to put the craft through its paces at Dover.

The Chief Inspector, Lt Cmdr Gerard Dutton, was understandably rather du-

this interesting departure from the conventional lifeboat, two names are easily remembered, Fred Oakes, who involved himself day and night and Mr Tammadge who was the Chief Depot foreman and had an A1 inspector certificate which gave him the authority to inspect all work and ensure a very high standard.

Much was learnt about wooden floors and buoyancy tube material and for some time the boats were almost unusable. The original wooden floors, in bad weather, became matchwood in about 20 minutes. Much help was given by Claud Peacock of Great Yarmouth, a builder of Mosquito aircraft in the last war, who obtained perfectly seasoned

**bious about introducing these craft into the RNLI, but allowed David Stogdon and myself to visit France to see these boats in action. We returned from France more than ever convinced that inflatables were just what the RNLI needed and the chief inspector allowed me to write a paper for the Operations Committee, putting up a case for trials of these boats.**

I well remember when my paper was read in the Operations Committee, Captain the Hon V M Wyndham-Quinn saying *Gentlemen, I have been out in one of these animated Carley Floats with Wicksteed and he has convinced me.*

The inshore rescue boat, as it was then called, had arrived and the inflatable lifeboat and its derivatives were here to stay.

TONY WICKSTEED

wood and could laminate it to be sufficiently flexible without breaking.

At this time a considerable number of boats were made of porous neoprene fabric, allowing the air to escape gradually. Crews complained that they had to pump up the boats before launching to a casualty which caused delay and despair. By this time many boats were affected and the inshore service could only be kept going by fitting inner tubes. The fitting of these inner tubes was a job of mammoth proportions, originally carried out at Borehamwood Depot and perfected later when inshore rescue boat work moved to East Cowes.

It could be claimed that the success of these boats was due to an early decision that the outboard engine should be replaced by a new one each year, or more often if necessary, to ensure a minimum engine failure rate. This was far sighted, because the crews could always be confident that they had the best equipment available.

DAVID STOGDON



Cowes Base production line

## 'Big sister' is world leader

By the end of the 1960s it was obvious that a larger lifeboat, which could operate at night was needed. After testing various rigid hull boats, the RNLI chose one pioneered by Rear Admiral Desmond Hoare at Atlantic College, South Wales. The boat had a rigid wooden hull topped by a sponson or tube. The shape of the hull allowed the boat to be pushed through the water by her twin outboard engines at greater speed than was possible in inflatables and the sponson provided stability. Once again RNLI engineers and technicians at Cowes Base developed the design, incorporating strength, stability and the special equipment needed for lifeboat work.

In 1972, the first Atlantic 21 B class lifeboat went into service at Hartlepool. Before long, in October that same year, Crew Member Douglas Gibbin won a bronze medal for an outstanding rescue. A small sailing dinghy had capsized in severe weather and sea conditions. One of the two occupants, a sixteen year old boy, was thrown into the sea. Douglas jumped into the sea himself with a line and eventually managed to reach the boy, saving him from drowning.

Improvements and innovations to the 21ft (6.4m) Atlantic 21 have made her a sophisticated craft. The hulls, now made of GRP (glass reinforced plastic), are delivered bare to Cowes Base where the sponson is secured to the hull and the lifeboat is fully fitted out by RNLI staff. A roll bar assembly above the engines on the stern of the boat provides the mounting for a righting bag, stowed flat. In the event of a capsize, a crew member from the water pulls a ring which activates a gas bottle and inflates the air bag. The lifeboat turns upright in a few seconds. The twin outboard 50hp petrol engines, which give the boat a top

speed of 30 mph, are inversion proofed, to restart after capsize, using a patented invention devised by the RNLI.

The three crew sit on the delta-shaped console in the centre of the lifeboat, the helmsman steering with one hand on the wheel while adjusting the throttles with the other hand. In this way he can avoid difficult seas by going round them or outpacing them.

The Atlantic 21 has attracted world-wide attention. Several overseas lifeboat societies have bought them and sent crews to join with their RNLI counterparts for special training at Cowes Base. Currently, there are 39 Atlantic 21s stationed in the UK and they have launched a total of over 9,000 times and saved over 3,000 lives.





# LIFEBOAT SERVICES

The summarised reports on this page concern services for which letters of commendation and thanks from Lt Cdr Brian Miles, as deputy director/ chief of operations, have been sent to the stations and/or personnel involved.

## Ireland division

### Crossed Bar

RETURNING at 1910 on June 6, 1987 from a machinery exercise, in command of the **Portrush** 52ft Arun class lifeboat *Robert Evans* (Civil Service No. 39), Second Coxswain/Mechanic Derek Chambers succeeded in crossing the bar at the mouth of the River Bann in the worst possible conditions to go to the assistance of a yacht in difficulty inside the river.

Fully aware of the conditions prevailing at the bar and with the total concurrence of his crew, Second Coxswain/Mechanic Chambers ordered crew members to strap themselves into the seats in the wheelhouse while he and Crew Member William McAuley went to the lifeboat's upper conning position.

After three attempts, the lifeboat crossed the bar in conditions which were considered unnavigable for commercial shipping, to effect the rescue of a man and the saving of his yacht.

## South West division

### Divers found

AT 2018 on July 25, 1987 Falmouth Coastguard MRCC received a report of an overdue dinghy with four people on board – two men, a woman and child – and alerted **Falmouth's** Atlantic 21 rigid inflatable lifeboat *Sole Bay*, which diverted from an exercise to join a SAR helicopter from RNAS Culdrose in the search.

As a result of a radar report from a local fishing vessel, the dinghy was located at 2142. The two men, both divers, had separated from the dinghy, which had drifted with the woman and child on board.

*Sole Bay*, with Helmsman Royston Prynne and Crew Members Dave Nicholl

and Andrew Angove on board, returned the two casualties to the shore and Falmouth's 52ft Arun class lifeboat *Elizabeth Ann*, under the command of Coxswain Vivian Pentecost, launched to join the search, assisted by a second SAR helicopter.

The first diver was found by the lifeboat at 2311, six hours after he first entered the water and the second man was located half an hour later, through the lifeboat crew's diligent searching and keeping engine noise to a minimum.

## Ireland division

### Three overboard

FOLLOWING reports of three men overboard from a motor boat off Bangor Harbour, Belfast Coastguard alerted the honorary secretary of Bangor lifeboat station at 1849 on July 21, 1987 and the station's D class inflatable lifeboat launched at 1900, with Des Hanna and Ronald Whyte on board.

On arrival at the scene, one man in the water was found to be close to drowning.

Leaving the other two men in the care of Ballyholme Yacht Club rescue boat, which also attended, the lifeboat took the third survivor to the beach at speed, at the same time summoning the assistance of an ambulance.

With the aid of the honorary secretary, Mr G L D Ralston, the casualty was transferred to the slipway where first aid was rendered with the aid of a local doctor until the ambulance arrived.

There is no doubt that but for the speed and urgency with which this service was conducted, the casualty would have lost his life.

## West division

### Lone yachtsman saved

PORT ERIN's 37ft 6in Rother class lifeboat *Osman Gabriel* launched at 1502 on April 18, 1987 following reports from Ramsey Coastguard of the yacht *Aiva* in difficulties and taking water 10 miles north west of the Calf of Man.

The one person on board the yacht was seasick, exhausted and unable to cope with the situation.

Coxswain Raymond Buchan and his crew located the casualty at 1730, 20 miles north west of **Port Erin** lifeboat station.

During the search the weather had deteriorated, with the wind increasing from the south and gusting to force 7. Sea conditions were rough and visibility moderate, with mist patches.

The yachtsman was transferred to the lifeboat, Second Coxswain Malcolm Cockburn boarding the *Aiva* to secure a

tow line and pump out water during the long tow back to Port Erin.

*Osman Gabriel* returned to station at 2245. The casualty and Mechanic Herbert Moore, whose ribs were injured when a heavy sea struck the lifeboat on the return journey, flinging him across the wheelhouse, were taken to hospital by a waiting ambulance.

## South East division

### Air crash search

THE station honorary secretary of **Portsmouth** (**Langstone Harbour**) was alerted by Lee-on-Solent Coastguard MRSC at 1105 on April 30, 1987 with news of a crashed aircraft, down in East Solent near Horse Sand Fort.

Nothing more was known about the incident at that time. There was a light wind and calm sea, but visibility was moderate to poor in low mist.

Portsmouth's Atlantic 21 rigid inflatable lifeboat *City of Portsmouth* launched at 1109 with Helmsman Adrian West and Crew Members Barry Taylor, Paul Martin and Paul Venton on board, arriving at the scene at 1123.

They discovered wreckage scattered over a wide area between No Man's Land Fort and the Warner Shoal, together with mutilated bodies floating.

A Royal Navy helicopter and several surface craft were already searching for survivors.

After about 20 minutes the lifeboat reported that one body was dressed in oilskins. Until then, no-one had realised that a surface craft might also have been involved in the accident.

It transpired that a light aircraft containing three occupants had collided with a yacht containing two men. Four bodies were recovered and the search was eventually called off at 1700.

## Scotland (North) division

### Ditched aircraft

AT 2225 on April 22, 1987 the station honorary secretary at **Wick** was alerted by Pentland Coastguard that a Buccaneer aircraft had ditched in the sea more than 21 miles north east by east of Wick.

The 48ft 6in Oakley class lifeboat *Princess Marina* launched at 2240 and proceeded to the given position, arriving there at 0001 on April 23.

The warship *Soberton*, on-scene commander, ordered a box search covering a four mile area and at 0220 the lifeboat located the first piece of wreckage.

Further wreckage and the body of one of the airmen was found by the *Princess Marina* before Coxswain Donald McKay and his crew were relieved by an RAF launch. The lifeboat returned to station at 1530, having been on service for more than 17 hours.





# CEREMONIES



## Humber, September 19, 1987

A period of settled weather led up to Saturday 19, 1987. The forecast for the day was not good and preparation at the Hull Marina for the naming of the Humber Arun class lifeboat RNLB *Kenneth Thelwall* proceeded with a weather eye on the clouds.

A large crowd welcomed the lifeboat at 2.30pm for a hasty mooring operation, decoration and fitting of the all important bottle of champagne. The assembled company was entertained by the singing of the Filey Fishermens' Choir as the platform party took their seats.

It was a lawyers' occasion, Hull solicitor, Hugh Williamson, opened the proceedings by welcoming everyone. Mr Christopher Hobson, a Beverley solicitor and executor of the estate of Mr Kenneth Thelwall, handed the boat over to Mr Gilbert Gray QC representing the committee of management.

Mr Tom Nutman, divisional inspector east, received the lifeboat into the care of the station.

The Rev. Frank La Touche, port chaplain to the Mission to Seamen, conducted the service of dedication, with the Hessle Royal British Legion Band leading the hymn singing, followed by a vote of thanks expressed by Mrs Sheila Nelson, chairman of Hull ladies' lifeboat guild.

Commander Brian Miles, deputy director, paid tribute to the most loyal group of lifeboat supporters, namely lifeboatmen's wives, and then introduced Mrs Ann Bevan, wife of Superintendent Coxswain Brian Bevan, of the



Mrs Ann Bevan names Kenneth Thelwall

photograph by courtesy of Tim Carter

Humber lifeboat, who named the RNLB *Kenneth Thelwall*.

Everyone then retired to the marina boat sales room for a wine reception, and the rain came down with a vengeance.—BHS.

## Porthdinllaen, August 19, 1987

The day dawned cloudy but fine for the naming ceremony of Porthdinllaen's new 47ft Tyne class fast slipway lifeboat *Hetty Rampton* on Wednesday, August 19, 1987.

After Dr D G Hughes Thomas, chairman of Porthdinllaen lifeboat

station branch had opened proceedings, Mr Michael Vlasto, divisional inspector of lifeboats for the west, described the lifeboat to the hundreds of guests and spectators gathered on the beach, cliffs and golf course for the ceremony.

Mr Andrew Rollo, trustee of the Hetty Rampton Charitable Settlement, handed the lifeboat into the care of the RNLI, upon whose behalf she was received with gratitude by the Right Honorable the Lord Stanley of Alderley, a member of the Institution's committee of management and chairman of its fund raising committee.

He, in turn, handed the new lifeboat over to the care of the Porthdinllaen lifeboat station and Mr G O Jones, station honorary secretary, accepted her.

Following a service of dedication conducted by the Right Rev J C Mears, Bishop of Bangor, assisted by the Rev E Wheldon Thomas, Vicar of Nefyn, Lady Olwen Carey Evans, an honorary life governor of the RNLI, gave a vote of thanks.

Miss Yolande Rampton, niece of Hetty Rampton, then received an enormous cheer as she stepped up to name the lifeboat after her late aunt.

The Menai Bridge Brass Band played throughout the afternoon, which ended with the *Hetty Rampton*, with Coxswain Griff Jones at the helm and the principal guests on board, launching to demonstrate her capabilities in Morfa Nefyn Bay.



RNLB Hetty Rampton is named

## Bembridge, September 10, 1987

The third lifeboat to have been provided by the Beaverbrook Foundation—a 47ft Tyne class—was named *Max Aitken III* at a ceremony at North



# CEREMONIES



Quay, Bembridge Harbour on Thursday, September 10, 1987.

The Foundation has also provided two Arun class boats, one stationed at Stornoway and the other in the RNLi's relief fleet.

Sir Max Aitken had his home on the Isle of Wight and it is therefore most appropriate that the lifeboat provided by the Foundation should be stationed at Bembridge.

The occasion was blessed with fine weather, if a little windy and, in a charming prelude to the formalities, a bouquet was presented to Lady Beaverbrook by Miss Kirsty Dwyer, daughter of one of the crew members.

Rear Admiral W J Graham, director of the RNLi, opened proceedings and Mr Michael Pennell, divisional inspector of lifeboats for the south east, described the new boat before Lord Beaverbrook handed her over to the Institution.

The Duke of Atholl, chairman of the RNLi, accepted the lifeboat on behalf of the Institution and delivered her into the care of Bembridge station branch, represented by Mr J Birnie, station honorary secretary.

The naming by Lady Beaverbrook followed a service of dedication conducted by the Rev Matthew Lynn, vicar of Holy Trinity Church, Bembridge, assisted by the Rev David Low, vicar of St Helens.

A large crowd from all over the island attended the ceremony and service and among those present were Lord and Lady Beaverbrook's four children.

Immediately following the naming, an RAF helicopter flying the Institution's flag from its winch wire, passed overhead.



*The scene at Bembridge*

photograph by courtesy of Jeff Morris



## Angle, August 6, 1987

British summers can normally be relied upon to produce a range of climatic extremes, but for the naming ceremony of Angle's new 47ft Tyne class lifeboat on Thursday, August 6, 1987, the variation in temperature was remarkably localised.

Correspondents report that those gathered at the seaward end of Angle Pier shivered in the strong wind blowing across Milford Haven, while at the landward end of the same pier, three people fainted in the heat.

All were recovered in time to hear the Hon Mrs Shelagh Cowen name the new lifeboat *The Lady Rank*. Earlier her husband, Mr Robin Cowen MBE, chairman of donors The Rank Foundation, had handed the boat into the care of the RNLi.

Col George Jackson, chairman of Angle lifeboat station, had earlier opened proceedings and welcomed the Cowens and other guests, including

**Skegness, August 9, 1987:** Mr Phillip R Lill, chairman of Skegness lifeboat station, welcomed guests of the Wolvers family, who had travelled from all over Great Britain, with some coming from the Netherlands, to witness the handing over and service of dedication of the new D class inflatable lifeboat at Skegness on Sunday, August 9 last year. The family donated this boat in memory of Michel Philippe Wolvers who was lost at sea. His twin brother Ian handed the boat over to the RNLi and the Institution's assistant director, Mr Ray Kipling accepted it, expressing great appreciation for the gift, suggesting that no better memorial could be provided. Mr Terry Smart, station honorary secretary, receiving the boat on behalf of Skegness lifeboat station, said that already it had saved four lives. Following the service of dedication, conducted by the Rev Ernest Adley, Rector of Skegness and the Rev Eric Foster, Methodist minister and chaplain to the current Mayor of Skegness, Mrs B Sleaford, chairman of Skegness ladies' lifeboat guild, proposed a vote of thanks and invited the family guests to a light buffet at the boathouse, following a short walk to the

beach to witness the launching of the lifeboat and a display of its qualities in the surf. The photograph shows Ian Wolvers shaking hands with Ian Johnson. Also in the boat are Ray Chapman, senior helmsman and Richard Foye.—BHS

**Bude, October 3, 1987:** The handover ceremony and service of dedication for Bude's new 16ft D class inflatable lifeboat took place at the headquarters of Bude Surf Life-Saving Club, Crooklet's Beach, Bude. The £9,000 boat was funded through the generosity of many organisations and individuals in the locality, represented by Mr Jonathan Ball, of the Bude Lifeboat Singers. He handed the lifeboat over to the Institution, for which Lt Cmdr Brian Miles, deputy director, accepted her and delivered her into the care of Bude station branch and its honorary secretary, Mr Paddy Frost. A description of the new lifeboat was given by Mr Peter Bradley, deputy divisional inspector of lifeboats for the south west. Fr Jim Vincent, the station's honorary chaplain, conducted a short service of dedication before the boat was launched and put through her paces.



RNLB The Lady Rank

Mr Michael Vernon, a deputy chairman of the RNLI, who accepted *The Lady Rank* on behalf of the Institution before passing her into the care of Angle lifeboat station and Mr John Allen-Mirehouse, its honorary secretary.

A service of dedication was conducted by the Rev. David Leak, Rector of Angle, assisted by the Rev. Robert James, Baptist minister of Pembroke and Father William Daly, Roman Catholic priest of Pembroke and Pembroke Dock.

The lifeboat, which had been described at the start of the ceremony by Mr Michael Vlasto, divisional inspector of lifeboats for the west, was then named by the Hon. Mrs Cowen, before launching for a demonstration of her capabilities.



**Amble, June 27, 1987:** Three into one does go, as Amble station proved by having the handing over and dedication of the new D class lifeboat, the re-dedication of the station lifeboat *Margaret Graham*, and the official opening of the lifeboathouse. The drizzly weather did not deter anyone and Dr Paul Arnison-Newgass welcomed a large gathering and introduced Her Grace the Duchess of Northumberland who passed the D class into the care of the station. Mr Ken Shawcross, station honorary secretary, received the boat, giving a short history of lifeboat activity in the area. The Rev Anthony E Buglass, assisted by Father Kevin Cummins and Rev Terry McCarthy conducted the service of dedication for the two lifeboats and lifeboathouse. Mrs C E Crook, representing the donors, the late Rev and Mrs Airton, explained why her aunt and uncle made the gift and then invited the Duchess to open the boathouse. The drizzle stopped and a pleasant wine reception was enjoyed by all.— BHS photograph by courtesy of *Northumberland Gazette*



**Shoreham Harbour, May 2, 1987:** Among those attending the handing over ceremony and service of dedication of Shoreham Harbour's new D class inflatable lifeboat on Saturday, May 2, 1987 were the president and members of the Rotary Club of Sutton, donors of the new boat. Rotarian Gordon Lambert, the club's president and Rotarian Ian Davies, immediate past president, handed the boat over to the RNLI after Mr John Harrison MBE, chairman of the Shoreham Harbour station branch, had opened proceedings by welcoming the large gathering. Mr Harrison, who is also a member of the Institution's committee of management, formally accepted the lifeboat before delivering it to the care of the branch, as represented by Mr Ron Curtis, MBE, its honorary secretary. The Rev W A G Buxton, Rector of Kingston Buci, conducted the service of dedication before the boat was launched and put through her paces. Later, Mrs Doris Lambert unveiled a commemorative plaque. photograph by courtesy of the *Brighton and Hove Leader*



**West Mersea, July 19, 1987:** Funding for West Mersea's new Atlantic 21 rigid inflatable lifeboat *Himley Hall*, was shared by the people of West Mersea and Himley Hall Sailing Club, Dudley, West Midlands, whose members have for the past 10 years organised a 24-hour sailing race in aid of the RNLI. Despite the rain and wind, there was a good attendance at West Mersea lifeboathouse for the naming ceremony and service of dedication on Sunday, July 19, 1987. Mr D P Haward, station branch chairman, welcomed all present before Mrs Dorothea Willets, Commodore of Himley Hall Sailing Club, handed the new boat over to the RNLI. Accepting the boat, Mr Colin Williams, deputy divisional inspector of lifeboats for the south east, then handed it into the care of the station and Mr Rodney Hill, the station honorary secretary. The Rev John Swallow, Rector of West Mersea, assisted by Mr Peter French, conducted the service of dedication, which preceded the naming by Mrs Willets. The sun broke through briefly as the Band of the 1st Battalion the Argyll and Sutherland Highlanders played during the ceremony, but the rain and strong wind persisted for the garden party which followed and at which the band also played. "It was typical lifeboat weather, but all went very well," commented Mr Hill afterwards. photograph by courtesy of *Colchester Express*





*Stornoway's centenary vellum*

**Stornoway, Wednesday, August 26, 1987:** In commemoration of the centenary year of the Stornoway lifeboat station, some 300 people gathered together on Cromwell Street Quay on a cold wet morning to the music provided by the Lewis Pipe Band and had the opportunity to view a collection of photographs recording the station's history. Branch chairman Mr Iain Maclean presided at the ceremony. Underlining the total community involvement with the lifeboat, Mr Alexander Matheson, Convener of Comhairle nan Eilean, himself a station branch committee member, recalled the history and achievements of the station before officially opening the new crew facility *Sir Max Aitken House*.

As with the present lifeboat at Stornoway *Sir Max Aitken II*, the boathouse has been funded through the influence and generosity of a man whose memory is held in high regard by everyone associated with the RNLI.

To mark the achievement of a century of service at Stornoway, Sir Charles McGrigor, convener of the Scottish Lifeboat Council and a member of the committee of management of the RNLI, expressed the appreciation and congratulations of the Institution and presented a centenary vellum which was accepted on behalf of the station by Captain Angus MacLeod, honorary secretary. Captain MacLeod responded on behalf of all those who had served over the years and those who would continue to serve into the future. Following a service of thanksgiving conducted by Mr Ian Wiseman, Superintendent of the Royal National Mission to Deep Sea Fishermen, and thanks expressed to all participants by Mrs Kate Hardy, president of Stornoway Ladies' Lifeboat Guild, the civilian helicopter recently based in the area paid its own and the Coastguard's tribute to the occasion.—KT



**Burnham-on-Crouch, April 21, 1987:** This was the day chosen for the service of dedication for the new 16ft D class inflatable lifeboat stationed at Burnham-on-Crouch, Essex. The boat had officially been handed over in December, 1986 by the Coopers Company and Coburn School, of Upminster, Essex, who had raised the money to pay for it in memory of Tylden Mills, a deputy head boy, who died tragically while on holiday in Hong Kong. There were 80 people at the dedication service, despite it being a cold, wet day. Pictured here are crew members Ian Simons and Dave Nicholls, together with Tylden Mills' parents and other members of his family.

**New Quay, Dyfed, September 16, 1987:** Music was much to the fore at the handing over and service of dedication of New Quay's new 16ft inflatable lifeboat at the station on Wednesday, September 16, 1987. The Welsh and British national anthems were sung to start the ceremony, other music was provided by New Quay Primary School and the new lifeboat itself was provided from the £9,892.72 proceeds of an RNLI concert, featuring the Morrision Orpheus Choir, soprano Suzanne Murphy, tenor Arthur Davies and pianist Ingrid Surgenor, which took place at the St David's Hall, Cardiff in March, 1987, sponsored by Barclays Bank and covered by Richard Baker. Captain Wyndham Bowen, chairman of New Quay lifeboat station, opened proceedings at the handover ceremony, the lifeboat was described by Captain Hugh Fogarty, deputy divisional inspector of lifeboats for the west and handed into the care of the New Quay lifeboat station by Mr Raymond Cory, a deputy chairman of the RNLI. Mr Dennis Leworthy, station honorary secretary, accepted the lifeboat before the Rev David Lloyd, Rector of New Quay and chaplain of the lifeboat station, conducted the service of dedication.

**Burry Port, July 11, 1987:** The handing over ceremony for Burry Port's new 16ft D class inflatable lifeboat, *Dorothy Way*, on Saturday, July 11, 1987, coincided with the station's centenary celebrations. After Mr Tom Francis, chairman of Burry Port lifeboat station, had opened proceedings, Miss Hilary Way (who donated the lifeboat in memory of her mother) delivered the boat into the care of the RNLI. Having accepted the new craft, Mrs Alison Saunders, a member of the Institution's committee of management and deputy chairman of its fund raising committee, placed it into the care of Burry Port lifeboat station and, in particular, Mr Leslie Williams, the station's honorary secretary. Following a service of dedication for the lifeboat and re-dedication of the lifeboathouse, conducted by the Rev W Roberts, curate of Pwllheli and Burry Port, Mr Williams invited Miss Way and Mrs Saunders to inspect the lifeboat and meet the crew, led by Helmsman Dave Peek. Although opened in 1887, Burry Port lifeboat station has not been in continuous operation, having closed from 1914 to 1973.



**Poole, July 31, 1987:** A hot summer's day marked the naming ceremony at the RNLI's depot, Poole in July of the Atlantic 21 rigid inflatable lifeboat *US Navy League*. The quayside service of dedication was conducted by the Rev. Canon John Potter, before Vice-Admiral Edward H Martin, Deputy Commander-in-Chief of the US Navy Forces and Europe Commander of the US Fleet Eastern Atlantic, named the lifeboat, which joins the Institution's relief fleet. The new lifeboat, costing more than £31,000 was provided by the British American Lifeboat Appeal and was received on behalf of the RNLI by the chairman of this appeal and a vice president of the Institution, Vice-Admiral Sir Peter Compston KBE. The boat was described by Rear Admiral W J Graham, director of the RNLI, who thanked the US Navy League for the great support it has provided to the lifeboat service over many years. Vice-Admiral Martin, in turn, praised the work of the Institution, commenting: *The perils of the sea bring out the best in men and bring the best men and women together. The RNLI epitomises the best in Britain, a seafaring nation that lives by the sea and respects the sea.* After the ceremony *US Navy League* was launched to give the large number of visitors, supporters and head office staff in attendance a demonstration of her capabilities and, later, the American Vice-Admiral was invited to take the helm of the new lifeboat for a trip around Holes Bay.

photograph by courtesy of Peter Sheriff

# Letters . . .

## Ecclesiastical point

I have been interested in the correspondence about Shoreline. I would leave things as they are. Certainly I would not want to have Lifeboat Supporters Club as a name because although we do not go to sea those of us who belong to Shoreline really do feel members *one with another* with those who do. If one is on holiday at the seaside and the maroons go off, a part of you goes to sea with the men.

I often compare the RNLI to the church because like the church it has only a very small proportion of its work *not* done by unpaid volunteers. Many of us clergy would feel quite honoured to be compared with the mechanic at the lifeboat station. Vicar and mechanic are just keeping things going but it is those who are members *one with another* with us who are the church, and who are the Institution—whether they man the boat or “boat the man”, to coin a phrase.—REV J W MASDING, (Life Governor) *Vicar of Hamstead, Birmingham.*

## Casevac postscript

Following your report of the Casevac exercise involving the Douglas lifeboat and the Liverpool based RNR minesweeper HMS *Ribble*, readers might be interested in a little more detail.

The “volunteer” casualty was Leading Cook Jimmy Lee, of Hong Kong Chinese extraction. He was briefed not to utter a word of English until safely ashore and gave a most convincing, if incomprehensible, display of abject terror as he was lowered to the lifeboat from *Ribble's* bridge wing, the most awkward location I could find! He later revealed that his screams were entirely genuine.

Once ashore in Douglas, Coxswain Corran and his crew offered to restore Jimmy's shattered nerves in a local hostelry, on condition that he remained trussed up like a turkey in his Neil Robinson stretcher. Jimmy replied in a language they could understand!—LT CMDR ADRIAN LEGGE, Commanding Officer, HMS *Ribble*.

## Recollections

I was interested to read the letter from Edgar Gee on page 206 of the Autumn issue (No. 501). I wholeheartedly agree with his remarks, especially his tribute to all those behind the “boats”. However I do not see any point in changing us to “Shoreliners”.

I am over 85 years of age and my first interest in lifeboats was as a small boy watching the launch of the local lifeboat at Hythe, Kent—manned by oarsmen! How different to the modern boats.—H L GRAY, *Southgate, Crawley, West Sussex.*

## Bravery recalled

At dusk on Thursday September 26, 1940 a convoy of ships was attacked by German aircraft and the *Port Denison* was bombed and set on fire and the survivors machine-gunned. The trawler *Pentland Firth* in which I served as an ordinary signalman was given permission to stop and pick up survivors.

Out of this nightmare appeared the Peterhead lifeboat (*Julia Park Barry of Glasgow*) to offer assistance. It is many years ago now but at the time I was amazed at the courage of the defenceless lifeboat crew. We had 42 survivors on board, including some badly injured and four dead. The world has spun round many times since then but I wonder if any member of the gallant lifeboat crew recalls the incident or indeed if anyone anywhere has any information to offer? I remember that the first survivor to be hauled aboard the trawler was a young apprentice aged 18 years who came from Harrow in Middlesex.

Any recollections or information would be most gratefully received.—PETER H R HARRIS, *22 Ewhurst Avenue, Sanderstead, South Croydon, Surrey CR2 0DG.*

From *Supplement to the Annual Reports of the RNLI (1939-1946)*:

### SERVICES 1940

**September 26th—PETERHEAD, ABERDEENSHIRE.** At 8.10 p.m. the coastguard reported a vessel on fire some eight miles north east from their station. A s.w. gale, veering to n.w. was blowing. There was a moderate swell. The motor lifeboat *Julia Park Barry of Glasgow* was launched at 8.25 p.m. She found that the vessel was the 8000-ton steamer *Port Denison*, of London. She had been bombed by enemy aeroplanes and sunk. Admiralty vessels had picked up a number of survivors. The life-boat joined in the search and found two more on a raft. It was then 10 p.m. She continued to search and at two o'clock next morning a destroyer hailed her, and transferred to her eight of the rescued men. The life-boat took them ashore, arriving at 3 a.m. An hour later she resumed the search as a number of men were still missing, but she found none and finally returned to her station at 10.15 a.m.—Rewards, £13.3s.6d.

### Testimonial

It is not every day that a Shoreline member has the privilege of witnessing and, in a small way, assisting a rescue by gallant lifeboatmen. I was just this fortunate overnight October 15/16, during the great gale in the English Channel. HMS *Birmingham* was on hand to provide something of a lee—and about 1,000 gallons of oil—when Weymouth lifeboat rescued five souls from a catamaran yacht.

I thought the seamanship and boat-handling by the Weymouth crew were magnificent. They, and indeed all your crews, have our great admiration and respect. Well done the RNLI!—ROY CLARE, Commanding Officer, HMS *Birmingham.*

## Barometer appeal

I am inquiring whether any of your stations, etc has a redundant/broken mercury barometer which is no longer useful?

I am after a “coastal” type with large bore, which I am interested to restore and for which I will pay your price.—A WARD, *74 Eastmead Avenue, Greenford, Middx UB6 9RG.*

## First hand account

I am lifeboat shaped and made of orange plastic and back in March (1987) my “coxswain” and I went to Wimbledon for the day: he works there you know. He went about his business and I had several visitors whilst I was “moored”, who kindly put money through the slots in my deck. Late in the afternoon the “cox” returned and we cast off for home port. As it was still winter the night was dark but there was little sea running and I was just thinking what a boring trip we were having when *crash!* I thought goodness me the “cox” has dropped off and we have hit a rock.

My side was partly stove-in by the impact but the “rock” was actually a man's boot and suddenly everything became very confused and I was buffeted all over the place until suddenly all was calm and I found that we had been arrested. As I had no mast they could not nail the warrant up so they locked the “cox” up instead.

Some time later the “boys in blue” let us both go and we completed our passage without further incident. I was patched up and the “cox” went to hospital for a check-up but we were ready for service again by 0800 the following day.

*Possibly a different slant on The Swordstick Affair in which I was involved during Lifeboat Week.*—ERIC J BUTLER, *London E4*

## Helping research

During research into my family tree I have come across a reference to a memorial to my great great grandfather which reads as follows:

*In affectionate remembrance to Frederick Peter Collins who was drowned off the Ocean of Lynn December 17, 1872 aged 34.*

May I through your publication ask if any of your readers has information regarding this incident or the boat itself or even of the family who were said to own more than one boat at the time? I would be most grateful if they would contact me at the following address—1 A BEDFORD, *61 Belle Vue Road, Cwmbran, Gwent NP44 3LF.*

## Belgian link

Christian Truyens, of Rue de Vieux, Chaffour 8, 4230 Horion-Hozemont, Belgium, a Shoreline member, has written to ask if any British member would be interested in exchanging correspondence with him on a regular basis. Those who do should write direct to Mr Truyens.

# Books ...

● Patrick Howarth, who retired as the RNLI's public relations officer in 1979, is far from retired from his career as an author. His latest book, **George VI** (Hutchinson, £12.50) recently published, is a meticulous biography of a shy, reluctant but finally much loved and effective monarch. Mr Howarth's painstaking and scholarly research makes full use of a great number of sources, not least Kew Public Records Office and documents only recently accessible to the public under the 30-year rule.

The book gives fascinating insight into the early life of the future king. He received what can only be described as a patchy education and one certainly not geared to prepare him for public life, let alone monarchy. The abdication crisis is seen through the eyes of whom many considered its victim, The Duke of York. It was even suggested by some that his younger brother, The Duke of Kent should succeed Edward, such were the doubts about the suitability of the natural heir.

But this is a story akin to that of Grace Darling. The seemingly weak pulling off a triumphant reversal against the stormy odds presented first by the abdication and then the trials of World War II. By the end of his 15 year reign, George VI had fully restored the country's faith in their monarchy. The man who was really happiest playing tennis, squash or shooting pheasants had nonetheless as Winston Churchill stated "drawn the Throne and the people more closely together". He also witnessed the setting up of the new Commonwealth.

The responsibility he felt nurturing both these aspects has undoubtedly been passed to his daughter who regards them as cornerstones to the success of her own reign.—EWW

● The lifeboat station at Barmouth, Gwynedd was established in 1828 following a number of shipwrecks along that part of the Welsh coast. Three years earlier, local man Edmond Lewis had been awarded the silver medal of the National Institution for the Preservation of Life from Shipwreck (later to become the RNLI) for climbing down steep cliffs to rescue seven of the crew of the ship *Neptune*, wrecked close to Barmouth.

The history of the lifeboat station since 1828 has been one of gallantry and dedication and is detailed in the latest volume from the pen of Jeff Morris, honorary archivist of the Lifeboat Enthusiasts Society. **The History of the Barmouth Lifeboats** follows the fortunes of the eight boats stationed there over the past 160 years, concluding with

a description of the naming by the Princess of Wales in 1982 of the present 37ft 6in Rother class lifeboat which bears her name. This limited edition book is available direct from Jeff Morris at 14 Medina Road, Coventry CV6 5JB, price £1.50 plus 25p P&P.

The same is true of **An Illustrated Guide to our Lifeboat Stations, Part 2 (Grimsby to Southend)** by the same author, which lists all lifeboat stations past and present along that stretch of the East Coast, with a brief station history and a record of those who have been awarded medals, together with photographs of many of the stations, old and new.

**The Closed Lifeboat Stations of Lincolnshire**, also available from Jeff Morris at the same price, traces the histories of stations from Grimsby to Skegness and includes accounts of the exploits of lifeboatmen at Cleethorpes, Donna Nook, Theddlethorpe, Mablethorpe, Sutton, Huttoft and Chapel.—NH

● John Marriott ends his book **Disaster at Sea** (Ian Allen Ltd., £14.95) with an account of the 1979 Fastnet yacht race, in which 15 lives were lost during the severe storm which swept across the Atlantic as most of the 303 competitors were scattered between the Isles of Scilly and the Fastnet Rock.

Thirteen lifeboats from both sides of the Irish Sea were called out, towing in or escorting 20 yachts and rescuing 60 people.

The massive combined search and rescue operation, lasting 36 hours, also involved naval and merchant ships, fishing boats and the yacht crews themselves, some of whom went to the help of other boats, even at the cost of putting themselves in jeopardy.

Throughout his book, which deals with around 20 maritime disasters, including the capsizing of the *Herald of Free Enterprise* close to Zeebrugge Harbour in March, 1987, John Marriott casts a dispassionate look at the circumstances leading to each incident, eyewitness reports and the results of the subse-



Barmouth lifeboat  
Princess of Wales

quent inquiries, to produce a very readable volume, well illustrated and researched.

Chapters on the history and modern role of Lloyds of London and the current British search and rescue organisation (including a section dealing with the RNLI) set the scene.

One chapter deals with the sinking of the giant passenger liner *Titanic* on April 15, 1912, having struck an iceberg off the coast of Newfoundland during her maiden voyage from Southampton to New York.

Dr Robert D Ballard, a senior scientist and head of the Deep Submergence Laboratory at the Wood's Hole Oceanographic Institute in America, led the marine expedition which found the wreck and his lavishly illustrated account is documented in **The Discovery of the Titanic** (Hodder & Stoughton, £16.95). Both these books, with their common theme, make compelling reading.—NH

● This is the time of year when serious sailors study their nautical almanacks and, among the most popular, are **Reed's**—this year sporting a new image—and **The MacMillan and Silk Cut Nautical Almanack 1988**.

Each is packed with information on tides, navigational aids, the rules and regulations to be followed at sea and a host of other useful facts and figures for the mariner.

Each costs £13.95 and publishers are Thomas Reed Publications Ltd and MacMillan London respectively.

For those whose sailing is limited to the south coast, the **Channel West and Solent Almanack 1988** (Adlard Coles Ltd., £10.95) is recommended.

**Cruising Anglesey**, published by the North West Venturers Yacht Club, is a detailed pilot for those who spend their leisure hours sailing off that part of the British coast.

Compiled by Ralph Morris, it is available from the yacht club at Gallow Point, Beaumaris, Anglesey, Gwynedd, North Wales, price £10.50, including P&P.—NH



## PEOPLE AND PLACES

### Lottery

Saturday afternoon shoppers jostled with each other for the best view of the 39th lottery draw. The event took place at 3pm on Saturday, October 31 inside the Poole branch of Tesco's supermarket, by kind permission of branch manager Mr John Taylor. Professional snooker ace John Virgo made the draw, but despite his prowess in potting the colours, picking out a local winner proved to be more difficult. Anthony Oliver, head of fund raising, was on hand to supervise the draw and to receive a cheque for £500, John Virgo's winnings for the RNLI when he played in the Fidelity Unit Trusts Snooker International competition. The eight finalists in the tournament were asked to draw a charity to represent. John picked the RNLI but bowed out in the quarter finals to Steve Davis, the eventual winner. The lottery prizewinners were:

- £2,000: R. Dabbs, Molesey, Surrey.  
 £1,000: Mrs J. Higginbotham, Hanworth, Middx.  
 £500: G. Ford, Launceston, Cornwall  
 £250: A. G. Haley, Tiverton, Devon.  
 £100: Mrs B. Dillett, Ayrshire, Scotland; H. J. Woolnough, Southcote, Reading; R. W. Fleet, Bury St Edmunds, Suffolk; Brig R. H. Ferguson, Pinhoe, Exeter; D. R. Wheatley, St Albans, Herts; C. Herringshaw, Thurmaston, Leics; V. J. Vardell, Old Stratford, Bucks; J. D. Gibbs, London SW16.  
 £50: J. P. Mitchell, Bramcote, Nottingham; Mrs S. Pendry, Exmouth, Devon; Mrs R. M. Dawson, Cheltenham, Glos; A. J. Bell, London W8; M. H. Bird, Castle Carrock, Carlisle; Mrs J. Varcoe, Hounslow, Middx; C. J. Bates, Solihull, Warwick; Miss L. Newell, Chichester, Sussex.



John Virgo (r) in action at the lottery draw, watched by Anthony Oliver (l) and John Taylor



The John off St Helena

### Fifty years on

The 46ft Watson class lifeboat *SGE*, built by Samuel White of Cowes, Isle of Wight in 1938 is now based in the South Atlantic as the official lifeboat of St Helena Island, where she is known now as the *James Dutton*, named after the island's first Governor.

Formerly in the service of the RNLI at Yarmouth, Isle of Wight, the *SGE* was retired in 1963 and bought by the St Helena Government to be put into service there, after modifications to suit local conditions.

In the charge of Coxswain "Smokey" Clingham BEM, a sergeant in the island police force and warden of the local prison, the *John Dutton* has a crew of five, a regular mechanic in Lionel Yon and is kept in a constant state of readiness.

Monthly exercises are conducted and the boat is used for an average five rescues a year, mainly involving local fishermen, visiting yachts and the transfer of sick or injured seamen from deep sea vessels.

The photograph was taken by Mr Rodney Allen, principal lecturer in marine engineering at the College of Maritime Studies, Warsash, Southampton. He spotted the lifeboat last summer while he was serving as a relief Second Engineer officer on board the *RMS St Helena*, the island's only regular scheduled link with the outside world. 'The islanders are tremendously proud of the lifeboat and hold the RNLI and its traditions in very high esteem', he said.

### Obituaries

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

#### March 1987

Miss M Shipley Ellis, OBE JP, a tireless supporter of Peterborough branch for many many years. She succeeded her mother as chairman in 1946 and continued in this post until 1965. In 1966 she was awarded a gold badge and was offered a life presidency in 1972. Miss Shipley Ellis donated an inshore lifeboat to Wells in 1969.

#### September 1987

Lieutenant Commander the Hon Greville Howard, a life vice-president of the RNLI, who joined the committee of management in 1953. He served as

chairman of the Operations Committee until 1968 and was deputy chairman of the Institution from 1968-1970. Lt Cdr Howard was also a serving member of the Public Relations Committee.

Frederick Sadler, a dedicated committee member of Selsey and District branch for 20 years. Mr Sadler was deputy launching authority from 1967 to 1983 and was awarded a statuette in 1986. He was honoured a freeman of the City of London in 1985.

### Volvo draw

Volvo Concessionaires Ltd and the RNLI joined forces in January 1987, under the slogan "Together We Care", to raise enough funds to buy a new lifeboat. Nine Volvo 340DL cars were offered as prizes in RNLI regional draws throughout the country and in its first year this successful promotion has raised £274,975. A 47ft Tyne class lifeboat has been allocated to the relief fleet next year, to be named *RNLB Voluntary Worker*, to be paid for from the draw proceeds and RNLI general funds. The promotion continues during 1988 through Volvo's dealer network.

### Dedicated to RNLI

Miss Mandy Parsons, of Shinfield, near Reading, is confined to a wheelchair, having suffered from spina bifida for many years. She spends her annual holiday in Appledore, North Devon and since 1976 has not once failed to help the ladies' guild there with their collection on flag day. This year she collected £110.15 in two boxes, collecting from 9am to 9.30pm and, during the past 11 years, has raised £600 from her wheelchair.

Another brave lifeboat supporter is six-year-old Michell Turner, who suffers from a bone disease affecting her left leg. She entered the summer fancy dress fair at her school—Weybridge Infants, Rainham—dressed as a lifeboat and won first prize.

### On Station

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

*Troon*: 52ft Arun class lifeboat ON 1134 (52-38). *City of Glasgow III*, October 25, 1987.

*Courtmacsherry*: 48ft 6in Solent class lifeboat ON1011 (48-008), *R Hope Roberts*, December 2, 1987.



*Gordon Knight, chairman of the Volvo National Dealers Association, draws the winning ticket in the Scottish Volvo draw outside the RNLI's Scottish headquarters*

### Long Service Awards

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

#### Abersoch

Crew Member S J Thomas

#### Blyth

Coxswain C Hatcher

#### Donaghadee

Shore Second Coxswain Mechanic  
T W Simpson

#### Dunbar

Coxswain R N Wight

#### Filey

Crew Member M Johnson  
Assistant Tractor Driver D A Lang

#### Hoylake

Crew Member R A Whiteley

#### Kirkcudbright

Assistant Mechanic W McKie  
Assistant Winchman T Thomson

#### Kirkwall

Crew Member R M Hall  
Shore Helper A L Grieve

#### Little & Broad Haven

Crew Member J S Llewellyn  
Crew Member I Norman

#### Llandudno

Tractor Driver G Short

#### Longhope

Winchman A G Heddle

#### Lymington

Crew Member J P Pope

#### Lytham St Annes

Crew Member G A Smith  
Crew Member R Thistlethwaite

#### Padstow

Winchman P J Poole

#### Rosslare Harbour

Second Coxswain J E F Wickham  
Crew Member B J Wickham  
Crew Member W J F Wickham

#### Silloth

Crew Member C Akitt

#### Teesmouth

Crew Member R Copeman

#### The Lizard

Shore Helper J C W Harris

#### Tighnabruaich

Crew Member A Sim

#### Walmer

Second Coxswain D Brophy

### Appropriate text

Members of Selsey lifeboat crew were midway through the Sea Sunday service for the Mission to Seamen at the parish church of St Peter's on Sunday, July 12, 1987 when they were called out, activating their bleepers. Ironically, the Biblical text was being taken from the Book of Exodus! The D class inflatable lifeboat *Sealion* launched to the assistance of the 14ft speedboat *Tenman I* (suffering from engine failure), towing her to the West Sands with her four occupants. The crew of the lifeboat were Helmsman Dave Munday with Crew Members Willie Pledger and Richard Wiseman.

### Anonymous

Retired Coxswain Derek Scott BEM, formerly of The Mumbles lifeboat station, received an envelope containing £70 from an anonymous donor in Rochdale in October, 1987. Passing it on to Poole headquarters, Mr Scott commented: 'Over the years this must be the seventh or eighth one I have had, ranging between £50 and £100 each time. I have never been to Rochdale, so perhaps the person has seen me on television at some time.'



*Walmer lifeboat station shore helper Ken Hovells, of Deal, is pictured with his model of Solent class lifeboat Jack Shayler and the Lees, formerly stationed at Bembridge, Isle of Wight and since reallocated to Douglas, Isle of Man. The scale model is the third to be completed by Mr Hovells, who took nine months, working in his spare time to finish the task*



*Old custom revived: during the fishermen's harvest festival at St Oswald's Parish Church, Flamborough, on October 4, 1987, the official station telescope was handed over by retiring Coxswain Robert Major (r) to his successor Les Robson (l). The service was conducted by the Rev Bruce Petfield, Vicar of St Oswald's. Coxswain Major has retired after 42 years in the lifeboat service. It is the first time in 30 years that the telescope ceremony has taken place*



# Shoreline

## RNLB Shoreline

New members of Shoreline may not be aware that a lifeboat bearing the name of the organisation is stationed at Arbroath.

Built in 1979, RNLB *Shoreline* is a 37ft 6in Rother class lifeboat with a wooden hull and aluminium superstructure.

She was named on Saturday, October 20, 1979 by Sir Alec Rose, lone round-the-world yachtsman and founder member of Shoreline.

The boat was funded by an appeal to the then 60,000 members (a figure since more than doubled) of Shoreline and was stationed first at Blyth, Northumberland, where she launched a dozen times.

In January 1983, *Shoreline* transferred to her present station, where she has launched an average of four times a year. Arbroath also has a D class inflatable lifeboat.



John Russell, with his dog Glen, is pictured after an exhausting day's trialling at the Newhaven and District Lifeboat Society's sheep dog trials in August 1987. John and Glen won the RNLB Trophy

## Sheffield Shoreline Club

Miss Ann Kisby, of Sheffield Shoreline Club committee, has written to let us know of some of their activities during recent months: "We have had a variety of speakers for our meetings, ranging from Sheffield Assay Office, Far Eastern Travels and HM Coastguards, to a past Lord Mayor of Sheffield."

Several day trips for members were run during 1987 and the club also managed to squeeze in a visit to the lifeboat museum at Bristol.

New members are welcome and those interested should contact the chairman, Miss Rita Baker, at 439 Walkley Road, Sheffield S6 5AQ (tel. 345058) for details.

## Secret out

Many years ago, when I took out a life subscription to Shoreline as an insurance policy, I did not anticipate the close attention received by my wife and myself over the August Bank holiday.

Apparently on the Monday afternoon a report was received of a diver giving a "distress signal" off Chesil Beach, Portland, which I understand turned out to be a false alarm.

Completely unaware of this, we slipped into the water for an evening dive. Ostensibly our purpose was to take photographs, although I had developed more than a passing interest in a chunk of brass discovered amongst some old wreckage a few days earlier.

For that reason we were hoping to keep our location secret from other divers. However, Weymouth lifeboat and a SAR helicopter stationed above our bubbles seemed to attract a few spectators!

The underwater sound effects when they arrived had fortunately persuaded us to shorten our dive and explain our innocence to the Coastguard when we landed. (We headed back to the beach rather than surface, which is a dangerous place when you can hear a boat overhead!). I hope that the crew were not delayed too long on a false trail.

The brass? We dived again next morning, with less distraction.—COLIN GRAY, Fareham, Hants.



Six-year-old Storm Force member Stuart Tarvit, of St Monans, Fife, must be one of the youngest readers of THE LIFEBOAT. A very keen supporter of the RNLB (lifeboat posters adorn his bedroom walls), for his sixth birthday, instead of presents from his pals, Stuart asked them to contribute to the fund for Anstruther's next lifeboat and raised £100. His reward was a trip aboard the station's Oakley class lifeboat The Doctors. Stuart won two first prizes and a second at various functions during the summer . . . dressed as a lifeboatman! He is pictured outside Anstruther lifeboat station, with his copy of THE LIFEBOAT

## Competition boost

A painting competition sponsored by the Nationwide Building Society last summer helped to promote the work of the RNLB and added another 150 recruits to the junior membership club, Storm Force.

## Membership count

At the time of going to press, there are 127,514 members of Shoreline.

### Insignia available (to Shoreline members only)

Description	Price
5" Dinghy Burgee	£4.00
Sterling Silver Marcasite Brooch in gift box	£21.00
Silkscreened Gilt Cuff Links in gift box	£5.60
All Metal Car Badge	£4.80
12" Hoist Flag	£3.80
8" Hoist Flag	£2.80
Gilt and Enamel Stick Pin	£1.00
Gilt and Enamel Gents Lapel Badge	£1.15
Gilt and Enamel Ladies Brooch	£1.00
Gilt and Enamel Tie Tack	£1.30
3" Diameter Anorak Badge	£0.65
Terylene Tie—blue, green, brown, maroon*	£3.95
Navy Blue Sweat Shirt (36, 38, 40, 42, 44*)	£9.95
Navy Blue Acrylic V-Neck Sweater (36, 38, 40, 42, 44*)	£10.00
Cream or Maroon Pure Wool Sleeveless Sweater (XL, L, M, S*)	£14.25
Shoreline Member's Replacement Windscreen Sticker	£0.20
*Delete as necessary	
I enclose cheque/P.O.*	£
(Made payable to RNLB)	

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

I wish to join Shoreline. Here is my subscription. Member £6 p.a.   
 Family Membership £9 p.a.   
 Governor £20 or more p.a.   
 Life Governor £200 or more

And/or: please send me the following insignia:

.....

.....

Name:.....

.....

Address:.....

.....

.....

.....

LJW 87/8



# £

# THE FUND RAISERS

## Alors!

Visitors to the Three Horseshoes at Turves, near Whittlesey, might have been forgiven for imagining they were in France rather than in the Fens of England. The landlord of the pub, exiled Frenchman Christian Kolich, and his wife Terri, had organised a boules tournament in aid of lifeboat funds. Members of **Whittlesey branch** were on hand to sell souvenirs and Volvo car draw tickets and a fluffy rabbit, christened *Nine Carrot*, was auctioned as a team mascot for £70. In all, £525 was raised.

## Friends of Flamborough

One hundred customers and friends from The Concorde public house at Ilkeston visited Flamborough lifeboat station. While there the landlady, Mrs



*Pretty little Kirsty Sutherland presented actress and personality Una McLean with a basket of flowers after she opened the Muckhart and Dollar branch fête. Wind and rain did not deter the local people and £840 was raised that day, with the tug of war for local pubs being won by the King's Seat, Dollar.*



*Swimmers make a record splash: Stourbridge schoolchildren show the amount they raised for the lifeboat service at a swimming gala. Pupils from 14 schools took part in a fun event organised by swimming teacher Mrs Joan Hadley as a grand farewell to the Stourbridge Baths which are due to be demolished. The galas have been held every year since 1981 and have raised nearly £13,000.*

photograph by courtesy of Express & Star

Maria Capill, presented a cheque for £800 to Bob Majors, coxswain of *The Will and Fanny Kirby*. This doubles the amount presented last year and was raised by various fund raising events. In return Councillor Hall presented Mrs Capill with photographs of the lifeboat in action for display in The Concorde.

## A night of music

The seventh in a series of ten annual Summer Evenings organised by Stephen Wood of **Leeds branch** was held at Hazlewood Castle under the patronage of The Marquis of Normanby, a vice-president of the RNLI. The theme was a "Glyndebourne Evening" presented by Ieuan Jones, the young Welsh harpist, and past and present members of Opera North, raising over £6,000. This means that together with the proceeds of the 1985 book auction and two generous donations, over £31,000 has so far been raised.

## Street fair

Fine weather brought out the crowds for the annual street fair organised by the **Aldeburgh ladies' guild** and ably assisted by the local Lions. A Punch and Judy show had the children joining in with great gusto and when the maroons went off later in the day there were still a number of visitors about to see the inshore lifeboat set out to the aid of a sailor. The total amount raised that day was a magnificent £2,454 which, with the total collected on flag day of £1,831, contributed towards a successful year of fund raising.

## Relay-o-thon

**Claygate branch** organised a relay race with a difference between five pubs in Claygate, each leg of the race being undertaken in a different way. The first leg was a walking race with the runners

dressed as lifeboatmen, then a piggy back race, a running backwards race, a three-legged race and finally a straight race home of 1.7 miles. The whole course was 3.2 miles and there were 35 runners dressed in fancy dress. It was decided to make this an annual event and an RNLI shield was presented to the winning team to hold for one year. The event raised £574 and another £108 came from an auction of a water colour painting donated by Whitbread Brewery.

## Model support

The Mid Thames Model Boat Club held their annual competition at Child Beale Wildlife Park, Pangbourne. The lifeboat section displayed 20 models and the chairman presented a cheque for £100 to the RNLI's area organiser.

## In the Pink!

Group Captain John Pink undertook to walk the 212 mile Southern Uplands Way in seven days to raise money for three charities, the Royal Air Forces Association, Leukaemia Research and the RNLI. He did not ask to be sponsored in the usual so-many-pence-per-mile method but invited pledges that would be honoured if he completed the walk and on time. The walk was completed on time and a cheque for £2,596 was presented to Peter Holness, the RNLI's fund raising projects manager, at the Royal Air Force Club.

## Fishpools bring the crowds

Taking advantage of the good weather over 400 people visited Mr and Mrs Brian Thornton's water garden and, according to Mrs Vera Thornton, were staggered, surprised and delighted at what they saw. Vera has been a member of **Bushey & Bushey Heath branch** for more than 20 years and for the past ten has opened her garden in aid of the

RNLI. In 1987 almost 1,000 visitors over three Sundays enjoyed the garden and £900 was donated to lifeboat funds.

### The Captain's Table

At a cheerful ceremony Sir Alec Rose, the president of **Portsmouth South branch**, presented an RNLI plaque to the joint licensees of the Captain's Table public house, Southsea, Ivor and John Warren, whose pub raised £1,000 for the Institution in just three months. This was achieved through a variety of activities including a pub crawl of 35 pubs and clubs, raffles, disco, etc and taking part in the branch's sponsored walk in May.

Two other successful events for the branch were Portsmouth Navy Days when a souvenir stall on HMS *Ark Royal* raised £875 and a sponsored eight mile walk which raised more than £1,200.

### Garden party

With the kind permission of the Earl of Pembroke **Wilton branch** held a garden party at Wilton House. Among the 150 guests who attended were the Mayor of Wilton, officers of HMS *Wilton* and regional and area representatives of the RNLI. The principal guest was Rear Admiral W J Graham, director of the RNLI, who presented the retiring chairman of the Wilton branch, Lieutenant Commander David Rylands, with the Institution's silver badge in recognition of his outstanding services to the branch during the past ten years. The garden party raised £400 for lifeboat funds.

### Deep sea fund raising!

As he was fishing the Irish Sea between Ardglass and the Isle of Man in

the fishing boat *Green Hill*, skipper Tony Zych caught in his trawl, not a submarine but a lifeboat! The 'lifeboat' was a yellow RNLI collecting box which had somehow found its way to the bottom of the Irish Sea. Tony gave the box to Captain Fitzsimmons, honorary treasurer of the **Downpatrick branch**, who was delighted to find that it contained an unexpected gift of £18.40 for branch funds.

### Regulars support

When regulars of The Little Manor public house in Thelwall decided to organise an open-air concert for charity the problem they faced was deciding which charity to support. However, that was soon resolved by the number of customers who were boat owners persuading the organisers that the charity had to be the RNLI. The result was £556 being raised for the Institution, with grateful thanks to local businesses which had sponsored the event.

### Valuation day

Picturesque Biddenden was the scene of a successful Sotheby's valuation day organised by **Biddenden, Headcorn & District branch**, raising £1,049 for the RNLI. A team of six specialists assessed articles brought to them by around 500 members of the public who each paid £1.50 for a valuation. No missing masterpieces were found but one young boy had the satisfaction of learning that the object he bought for a few pence at a car boot sale is worth £40. Volunteers and committee members helped throughout the day selling souvenirs, Sotheby's catalogues, draw tickets and refreshments. Altogether a very busy and successful day for all concerned.

### Generous gift

Captain P R White, station honorary secretary at **Dover**, together with the coxswain of Dover lifeboat, Tony Hawkins, were invited to a presentation at the Moat House Hotel in Dover where they received a gift of a photocopier. This was courtesy of Sealink British Ferries. The company had won it in a competition organised by British Central Electrical Company Limited of Weybridge. Captain White and Mr Hawkins were also presented with a surprise donation of £623 for RNLI funds, the result of several other customers of the company very generously donating their awards to the RNLI.

### Cake or Bread

Inclement weather did nothing to deter members of **Norwich ladies' guild** from supporting a coffee morning at the home of committee member Mrs Joyce Matthews. There was a magnificent cake and bread stall as well as many other articles for sale and in the space of only 90 minutes the handsome sum of £683 was raised.

Another fund raising event was a sponsored swim at the home of the guild's president, Viscountess Mackin-



The successful RNLI Fun Day and Regatta held in Chichester Harbour raised £5,000. The event was organised by Christopher Hoare of Chichester branch and other branches involved were Selsey, Manhood, Hayling Island and Emsworth. Activities included the race organised by Chichester Cruiser Racer Club which raised £1,463, a pursuit race for class boats organised by HISC and a Fun Rally with prizes for imaginatively rigged boats. Shown here, a staged fire at sea is about to be extinguished by Selsey lifeboat. The lifeboatmen also staged a rescue to the delight of onlookers, including members of the cast from the TV series *Howards Way* and TV personality Martin Muncaster.



Present from Denmark: The Holbek Tambourkorps Band of Flutes and Drums from Denmark paid a visit to the Anstruther lifeboat station during a tour of Fife. Before leaving they played a selection of well known airs and after taking a collection they handed over £47 for the lifeboat appeal. They are seen presenting Mechanic Jim Hughan with a framed picture of the band for hanging in the new crew room. photograph by courtesy of William F Flett



'Jet propelled': It is not everyone who can lay their hands on a multi-million pound anti-submarine frigate powered by two Rolls-Royce engines, normally found powering jet aircraft, for a spot of water-skiing. Commander Nigel Williams undertook the sponsored ski to raise money for the Lowestoft lifeboat appeal and a welcome £1,000 was donated by the 250 crew of the frigate. photograph by courtesy of HMS Rooke



Young enterprise: Catherine Eaton, Tanya Heare and Xena Heare organised a sale of toys and raised £77.43 towards the new boathouse at Happisburgh. Mr & Mrs Debbage and Mr & Mrs Metcalfe held a jumble sale, the proceeds of £219 also going towards the new boathouse, and presented a cheque for this amount to the honorary secretary, Mr G Lomax. photograph by courtesy of Peter Sheriff



Treat for Derek: A Dundee boy handed over £16.50 lifeboat and was rewarded with every schoolboy's dream—the chance to join the crew of a lifeboat for the morning. Derek Arthur, aged 12, a pupil at Morgan Academy, has been collecting pennies from friends and relatives since he was in primary school and has collected over £150 for local charities in the past. The picture shows Derek in the lifeboat with John Simpson and John Jack, right. photograph by courtesy of the Evening Telegraph, Dundee

tosh of Halifax and £1,370 was sent to the **Lowestoft** lifeboat appeal.

### Record collection?

After one hour of collecting in the new Plymouth Marina at Queen Anne's Battery as the yachts were returning at the end of the Fastnet Race this year, Mrs Ruth Shaw, chairman of the **North West Plymouth branch**, decided the box was full—and rather heavy. On counting the contents she was pleasantly surprised to find £97.47 plus a few foreign coins!

### Glittering occasion

Salisbury City Hall was transformed into a glittering ballroom for the first Wessex Lifeboat Ball organised by the **Salisbury and Fordingbridge branches**. Anthony Oliver, head of fund raising for the RNLI, was one of the guests of honour and the evening also marked the retirement of Mrs Jean Carpenter, chairman of the Fordingbridge branch, who was presented with a basket of flowers to honour her 25 years of service to the RNLI. The 250 guests tucked into a lavish buffet and danced with enthusiasm to the Falklands Band of the Parachute Regiment. The Ball raised £1,700.

### Reliable sources

As part of the celebrations of the 10th anniversary of **Loughton & District**

**branch** Epping Forest District Council's parks and garden department planted a representation of the RNLI flag in a raised flower bed. In 1987 the fund raising efforts of the branch brought in over £11,000.

A coffee morning held at the home of the **Leamington Spa branch** honorary secretary, Miss Julia Johnstone, raised a very satisfactory £259. This event, an institution itself for the past 15 years, has proved increasingly popular. A more recent innovation has been a sponsored cross country horse/bicycle ride, which should top the £500 mark.

A salmon supper organised jointly by the **Woodbridge & District branch** and the Woodbridge Cruising Club raised £500 for the RNLI. One hundred people enjoyed the supper which was held at Seckford Hall and was followed by a talk on the raising of the *Mary Rose*.

A barbecue evening organised by members of the Boston Motor Yacht Club raised £900 and will be presented to the **Boston branch**.

For 12 years John York, president of **Shanklin branch**, has formed teams of five helpers to collect in local pubs, clubs, caravan centres, etc. He also tells guests about the work of the RNLI and they are always willing to donate small change. In 1987 £2,000 was collected and over the 12 years £15,500 has been raised in this way. Another branch member, Mrs Myrtle Mosdell, knits

RNLI teddy bears during the long winter evenings to be raffled among guests at local hotels during the summer. Last year she raised £350.

Business has been good during the summer for **Anstruther ladies' guild**. An encouraging number of souvenirs were sold and the coffee morning was a great success. The guild presented Anstruther lifeboat crew with a Kew pressure washer, to help them in their work.

A float entered in the Felixstowe carnival won second prize for **Felixstowe & District branch**. Three members entered as a mock-up D class lifeboat on wheels towing a casualty! The sum of £280 was raised from the sale of souvenirs, roll-a-penny and a collection box placed in front of Mr Mortlock's lifeboat models.

### Up the Brae

A sponsored cycle race Up the Brae was organised by **Burnmouth branch** and raised in the region of £400. Of a total of 21 entrants only 13 cyclists managed to complete the 575 yard course with a 20 per cent gradient, the winner being Michael D'Agrosa in a time of 1 min 58 sec.

### Thirtieth anniversary

**Margate ladies' guild** celebrated its 30th anniversary by holding an afternoon tea, bring and buy and raffle. This was extremely well attended and among





Bank holiday fund raising activities raised £757 for the New Brighton lifeboat station. Patrons and staff of the Travellers Rest public house and Reflections on Marine Promenade, New Brighton, had an added treat when the inshore lifeboat arrived. Pictured here are some of the fund raisers and crew at the helm of the lifeboat.

photograph by courtesy of Wallasey News



For a full 24 hours regulars at the Red Lion, Brinkley, played various pub games sponsored in aid of the RNLI. Mine host and hostess, Les and Pat James, stayed up with the players, providing reviving food and drink round the clock. Roger Trigg, helmsman of the Southwold lifeboat, is shown accepting a cheque for £910 on behalf of the Newmarket branch from Les James.

the invited guests were five founder members, including Mrs Clare Ford, the original founder, who had travelled more than 80 miles to be present. There were also 11 past chairmen, including Mrs Lilian Heath the current chairman who kindly paid for the afternoon's celebrations. As well as achieving this landmark the celebration afternoon raised £212 for guild funds and a cheque for £1,000 was handed to Michael Ashley, regional organiser, as an interim donation from the guild.

### Roaring success

A very successful wine and cheese evening was held at the home of Sir Alec and Lady Rose, despite a fire caused by an electrical fault destroying the marquee erected in their garden just before the guests arrived. Wine glasses, chairs and tables were also destroyed but the party went on and more than

100 people crowded into Sir Alec's small old world cottage, standing shoulder to shoulder, sitting in corners and even on the stairs. However, this made for a very friendly evening and the splendid

sum of more than £760 was raised. Sir Alec and Lady Rose thanked the chairman and committee members of **Havant branch** for their hard work in helping to make the evening such a success.



Pull a boat: Members of Portballintrae Boat Club in County Antrim held a boat pull and raised £1,464 for the RNLI.



Able Seaman Kevin Rafferty was able to present Andrew Young, regional organiser for the south west, with a cheque for £1,195 on his return from six months in the Atlantic with the ocean survey ship HMS Herald. Kevin was sponsored not to smoke or drink by his colleagues, family and friends.

photograph by courtesy of HMS Drake



More than 50 hardy walkers set off on a 20 mile trek from Whitstable harbour to boost funds for the planned extension to the boathouse. Chairman of the fund raising committee, Mrs Linda Livingstone, organised the sponsored walk to Faversham Guildhall and back, which added £1,600 to the kitty. The extension will be used to store fuel and it is also hoped to install a turntable for the boat and a souvenir shop.

photograph by courtesy of the Whitstable Times



Having a ball? Lord Provost Robert Gray of Glasgow teed off in fine style to celebrate the raising of £2,105 for the City of Glasgow's Lifeboat Appeal Fund at a golf tournament held by Whitbread Scotland. The dimpled downpour took pensioners John and May Hamilton by storm as they strolled through Glasgow's George Square.  
 photograph by courtesy of The Scotsman



Save-a-can for the lifeboatman. Eight-year old conservationists Paula Kelly and Mark Chapman are among 84 pupils at Gilberdyke school who collected empty tins as part of a fund raising effort for the lifeboat service. The cans went to a recycling firm who will donate a proportion of the proceeds to the R.N.L.I.  
 photograph by courtesy of the Hull Daily Mail



Every year the police officers who work the Gower hold a dinner dance and any profits from that function are donated to a worthy cause. This year it was agreed that the profits should go to the lifeboat station at Horton. The event was very successful and Superintendent Brian Meredith, head of the Swansea West sub division, together with Sergeant Colin Rogers and officers from Gower attended Horton lifeboat station to present the honorary secretary, Mr Walter Grove, with a cheque for £532.



Too many cooks! Portpatrick lifeboat station holds a lifeboat week every year and last year, with the help of the newly formed ladies' guild, raised £6,400. The photograph shows the coxswain and crew preparing the barbecue which was followed by a bonfire and firework display.



Marathon cycle ride: Michael Redwood and Robert Williams, both aged 12, pedalled a magnificent 62 sponsored miles round the island of Guernsey to raise £60 for R.N.L.I. funds. In the picture the boys are shown with lifeboat coxswain Peter Bisson and mechanic Alan Martel at the presentation ceremony. (Left to right): Peter Bisson, Michael Redwood, Robert Williams and Alan Martel.  
 photograph by courtesy of Brian Green



Paddling hard: Boto-X 87 organised by Kennet & Avon Canal Trust raised £7,500 for the R.N.L.I. over two days during the summer. With the support of Devizes and Chippenham branches 120 teams entered the race in inflatable dinghies which took place over five pounds at Devizes flight of locks. The money was raised from sponsorship, sales of souvenirs and Volvo car raffle tickets and will go towards an inshore lifeboat. The Devizes team is shown in the picture.



**Record breakers!** Smiles all round from members of the Lowestoft Model Boat Club who returned in triumph after setting new endurance records with their radio-controlled craft during a world distance attempt at Stevenage, which was organised on behalf of the RNLI. In the course of winning two classes they also set a world record and raised £300 from sponsors for the Lowestoft lifeboat appeal fund. From left, Bob Lawson, Gordon Parker, Terry Gosling and Nick Bird. photograph by courtesy of Lowestoft Journal



Children from Farndon County Primary school near Wrexham held a coffee morning and raised £266. The picture shows pupils with Richard Polden, deputy regional organiser for Wales and committee member Margaret Rowland.

photograph by courtesy of Chester Chronicle



**Suitably dressed:** Children of White House Infants' School, Ipswich, raised a staggering £1,557.11 from various sponsored events—enough to provide a complete set of protective clothing for every member of the Aldeburgh lifeboat crew. The 280 pupils were divided into three groups—the under fives performed sponsored forward rolls in the school hall; the 5-6 year olds tried to fit as many items into a matchbox as possible; the 6-7 year olds took part in a sponsored silence. The coxswain of Aldeburgh lifeboat, Jim Churchyard, and a crew member came along to a special assembly to collect the money.

photograph by courtesy of Eric Palmer



Around 180 people packed a Drayton Manor dining room for one of the Tamworth ladies' guild fund raising dinners. Guest speaker was Derek Scott, retired coxswain of The Mumbles lifeboat, who treated the guests to a selection of humorous anecdotes about his time in the service. Ticket and souvenir sales and a tombola helped to raise £560. The picture shows Derek and Fay Schell holding an RNLI flag, with area organiser Kay Stone (left) and guild chairman Marion Appleby Matthews looking on. photograph by courtesy of The Tamworth Herald



**Jubilee Fix it!** Last year was an important year for the Scarborough Ladies' lifeboat guild as they celebrated their Diamond Jubilee. The spring bank holiday was packed with fund raising activities including a festival of flowers held at St Mary's Parish Church, Scarborough, where Rear Admiral W J Graham, director, was welcomed at the preview evening. TV personality, Jimmy Savile, OBE, helped attract the crowds for the giant tombola held outside the lifeboathouse and, as the picture shows, worked very hard to ensure its success. As a result of this particular weekend's activities over £2,248 was raised.



**Music to the RNLI's ears!** Bournemouth Gilbert and Sullivan accompanist Mrs Jean Hancock tries to find the tune on a £500 cheque presented by the society's chairman Mr Gilbert Clayton to Mr Doug Reeves, honorary secretary of Poole lifeboat station, and Mr John Buckby, a crew member of Poole lifeboat. She is watched by (left to right) Mr Buckby, Mr Clayton, Mr Reeves and the society's musical director Mr Bernard Farendon.



## Lifeboat Services June and July, 1987

### **Aberdeen, Aberdeenshire**

*D class inflatable:* June 24

### **Aberdovey, Gwynedd**

*Atlantic 21:* July 20

### **Abersoch, Gwynedd**

*Atlantic 21:* July 20

### **Aberystwyth, Dyfed**

*C class inflatable:* July 5 and 31

### **Aith, Shetland**

*52ft Arun:* July 11 and 14

### **Aldeburgh, Suffolk**

*42ft Beach:* June 19

### **Alderney, Channel Islands**

*44ft Waveney:* July 16

### **Amble, Northumberland**

*44ft Waveney:* July 17 and 25

*D class inflatable:* June 11 and July 25

### **Angle, Dyfed**

*49ft 9in Watson:* June 4

*47ft Tyne:* July 4 and 15

### **Appledore, North Devon**

*Relief 47ft Watson:* July 30

*Atlantic 21:* July 10, 12, 19, 21, 22 and 30

### **Arbroath, Angus**

*D class inflatable:* July 11

### **Arklow, Co Wicklow**

*44ft Waveney:* July 10, 18 and 27 (twice)

### **Arran (Lamlash), Buteshire**

*D class inflatable:* June 16, July 5, 8 and 22

### **Arranmore, Co Donegal**

*47ft Tyne:* June 15, July 18 and 26

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

*Atlantic 21:* June 17, July 4 and 16

### **Ballycotton, Co Cork**

*52ft Arun:* June 9, July 25 and 26

### **Baltimore, Co Cork**

*Relief 52ft Barnett:* June 12, 23 (twice) and July 10

### **Bangor, Co Down**

*D class inflatable:* June 5, 12, 23, 29,

July 13, 15 and 21

### **Barmouth, Gwynedd**

*D class inflatable:* June 30, July 14, 17, 19

and 27

### **Barrow, Cumbria**

*47ft Tyne:* July 5

*D class inflatable:* June 12, July 4, 5, 6, 11

and 24

### **Barry Dock, South Glamorgan**

*52ft Arun:* June 17

*Relief 52ft Arun:* July 4

### **Bembridge, Isle of Wight**

*D class inflatable:* June 14 and July 12

### **Blackpool, Lancashire**

*D class inflatable:* June 1, 14, July 11

and 25

### **Blyth, Northumberland**

*44ft Waveney:* June 25 and 26

### **Borth, Dyfed**

*D class inflatable:* July 3 and 9

### **Bridlington, Humberside**

*37ft Oakley:* June 10 and July 11

*D class inflatable:* June 4, 7, 10, 17,

July 6 (twice), 11, 18 (twice), 25 (twice),

26 (twice), 30 and 31

### **Brighton, East Sussex**

*Atlantic 21:* July 4, 13, 25, 26 (four times)

and 29

### **Broughty Ferry (Dundee), Angus**

*D class inflatable:* June 20, July 7, 18 and 25

### **Buckie, Banffshire**

*52ft Arun:* June 18, 27, 30, July 4, 17 and 18

### **Bude, Cornwall**

*D class inflatable:* July 5, 12 (three times),

16, 24 and 27

### **Burnham-on-Crouch, Essex**

*D class inflatable:* July 5

### **Burry Port, Dyfed**

*D class inflatable:* July 5 and 25

### **Calshot, Hampshire**

*33ft Brede:* July 19 and 21

### **Campbeltown, Argyllshire**

*52ft Arun:* June 12 (twice), July 3, 13, 27 and 30

### **Cardigan, Dyfed**

*C class inflatable:* July 21

### **Clacton-on-Sea, Essex**

*D class inflatable:* June 4, 21, July 14 and 20

*Atlantic 21:* June 4, July 12 and 18

### **Cleethorpes, Humberside**

*D class inflatable:* June 5, 6, 12, 20, 30, July 3

and 11 (three times)

### **Clogher Head, Co Louth**

*37ft Oakley:* July 21

### **Clovelly, North Devon**

*70ft Clyde:* July 11, 12 and 27

*70ft Clyde's inflatable:* June 18, July 8, 9,

11 (twice) and 16 (twice)

### **Conwy, Gwynedd**

*D class inflatable:* June 15, 19 and July 5

### **Courtmacsherry Harbour**

*47ft Watson:* June 27 and July 25

### **Criccieth, Gwynedd**

*C class inflatable:* June 19 (twice) and July 19

### **Cromer, Norfolk**

*Relief 47ft Tyne:* June 4

*D class inflatable:* July 25

### **Cullercoats, Tyne and Wear**

*C class inflatable:* June 2, 28 and

July 31 (twice)

### **Donaghadee, Co Down**

*52ft Arun:* June 3, 6 (twice), 27 and July 25

### **Douglas, Isle of Man**

*46ft 9in Watson:* July 15 and 24 (three times)

### **Dover, Kent**

*50ft Thames:* July 10, 20, 21 and 26

### **Dunbar, East Lothian**

*47ft Watson:* June 18

*D class inflatable:* June 18 and July 28

### **Dungeness, Kent**

*37ft 6in Rother:* June 3, 14, July 19 and 26

### **Dun Laoghaire, Co Dublin**

*44ft Waveney:* June 27, July 1 and 26

*D class inflatable:* June 10, July 8, 10 and 26

### **Dunmore East, Co Waterford**

*44ft Waveney:* June 5, 24, July 14 and 25

### **Eastbourne, East Sussex**

*37ft 6in Rother:* June 28, July 12 and 14

*D class inflatable:* June 1 (twice), 18, 23,

July 5, 21 and 25

### **Exmouth, South Devon**

*33ft Brede:* June 11 and 18

*D class inflatable:* June 9, 14, 18, 28, July 8,

12, 13 (twice), 23 and 25

### **Falmouth, Cornwall**

*52ft Arun:* June 19, July 13 and 25

*Atlantic 21:* July 25 (twice)

### **Filey, North Yorkshire**

*Relief 37ft 6in Rother:* June 3 and July 9

*D class inflatable:* June 1 and July 8

### **Fishguard, Dyfed**

*52ft Arun:* June 3, 18 and July 23

### **Fleetwood, Lancashire**

*44ft Waveney:* June 9, July 16 and 25

*D class inflatable:* June 15, 18, July 11, 14

and 16

### **Flint, Clwyd**

*D class inflatable:* June 5, 28, July 6, 11

(twice), 18, 26 and 27 (twice)

### **Fowey, Cornwall**

*33ft Brede:* June 15, 26, July 10 and 16

### **Fraserburgh, Aberdeenshire**

*47ft Tyne:* June 7, 11 and 27

### **Galway Bay, Co Galway**

*Relief 47ft Watson:* June 1 and 21

*52ft Arun:* July 4, 6 and 22

### **Girvan, Ayrshire**

*33ft Brede:* June 20, 29, July 11, 18, 23 and 31

### **Great Yarmouth and Gorleston, Norfolk**

*44ft Waveney:* June 24, July 12 and 19

*Atlantic 21:* June 21, 24, July 17 and 26

### **Hartlepool, Cleveland**

*Relief 44ft Waveney:* June 28 and July 4

*Atlantic 21:* June 21, July 1 and 11

### **Harwich, Essex**

*Relief 44ft Waveney:* June 8, 14 and July 18

*44ft Waveney:* July 31

*Atlantic 21:* June 27 and July 19

### **Hastings, East Sussex**

*37ft Oakley:* June 13, 15, July 11, 19 and 29

*D class inflatable:* June 15, 16, July 1,

5 (three times), 11, 15, 23, 25 and 27

### **Hayling Island, Hampshire**

*Atlantic 21:* June 7, 11, 14, 17, 19 (twice),

July 11 (twice), 12, 19 (twice), 26 and 27

### **Helensburgh, Dunbartonshire**

*Atlantic 21:* June 1, 19, 20, 22 (twice), July 6,

12 and 18

### **Holyhead, Gwynedd**

*47ft Tyne:* June 19, July 8 and 20 (twice)

*D class inflatable:* July 12

### **Horton and Port Eynon, West Glamorgan**

*D class inflatable:* June 14, July 6 (twice)

and 12

### **Howth, Co Dublin**

*52ft Arun:* June 6 (three times), 17, July 4,

21 (twice), 26 (twice) and 27

*D class inflatable:* July 23 and 29

### **Hoylake, Merseyside**

*37ft 6in Rother:* July 11, 18 and 27

### **Humber, Humberside**

*54ft Arun:* June 23, 26, July 1, 6, 9, 10, 12, 18

and 31

### **Hunstanton, Norfolk**

*Atlantic 21:* July 19

### **Ilfracombe, North Devon**

*Relief 37ft 6in Rother:* June 3 and July 30

### **Invergordon, Ross-shire**

*33ft Brede:* June 13 (twice) and July 19

### **Islay, Argyllshire**

*50ft Thames:* June 15, July 4, 5 and 14

### **Kilmore, Co Wexford**

*37ft Oakley:* June 28 and July 16

### **Kinghorn, Fife**

*C class inflatable:* June 7 and July 5 (twice)

### **Kippford, Kirkcudbrightshire**

*D class inflatable:* July 25

### **Kirkwall, Orkney**

*70ft Clyde:* July 4

### **Kilkeel, Co Down**

*D class inflatable:* June 20, July 11

and 24

### **Largs, Ayrshire**

*Atlantic 21:* June 21, July 4, 6, 9 and 24

### **Lerwick, Shetland**

*52ft Arun:* July 5, 11 and 14

### **Little and Broad Haven, Dyfed**

*D class inflatable:* June 24, 29 (twice) and

July 30

### **Littlehampton, West Sussex**

*Atlantic 21:* June 19, July 6, 7 and 19

### **Llandudno (Orme's Head), Gwynedd**

*37ft Oakley:* June 4

*D class inflatable:* July 10 and 27

### **Longhope, Orkney**

*48ft 6in Solent:* June 7, 28 and July 9

### **Lowestoft, Suffolk**

*52ft Barnett:* June 6 (twice), 27, 28, 29,

July 9, 19 and 22

### **Lyme Regis, Dorset**

*Atlantic 21:* June 10, 20, July 4, 8, 25, 27

and 29

### **Lymington, Hampshire**

*Atlantic 21:* June 11 (twice), 28 and

July 13

### **Lytham St Annes, Lancashire**

*D class inflatable:* June 14, July 25 (twice)

and 31

### **Mablethorpe, Lincolnshire**

*D class inflatable:* July 11, 12, 26 (twice)

and 30

### **Mallaig, Inverness-shire**

*52ft Arun:* June 7, 19 and 22

### **Margate, Kent**

*37ft 6in Rother:* June 16 (twice), 24 and

July 29

*D class inflatable:* June 16, 17, 24, 28,

July 10, 18, 26, 27, 29 and 31

List of Lifeboat Services continued

**Minehead, Somerset**

*D class inflatable:* June 8, 11, 21, July 12 and 30

*Atlantic 21:* June 21 (twice), July 7, 11 (twice), 12 and 30

**Moelfre, Gwynedd**

*46ft 9in Watson:* July 9 and 10

*D class inflatable:* June 20 and July 10

**Montrose, Angus**

*48ft 6in Solent:* July 17

**Morecambe, Lancashire**

*D class inflatable:* June 28, July 5, 26 and 29

**Mudford, Dorset**

*C class inflatable:* June 6, 21, 23, 29 (twice), July 12 and 26

**The Mumbles, West Glamorgan**

*47ft Tyne:* June 2, 11, 30 and July 25

*D class inflatable:* June 2, July 7 (twice), 8, 11, 20 and 24

**New Brighton, Merseyside**

*Atlantic 21:* June 19, 20, July 18 (three times), 26 and 27 (twice)

**Newcastle, Co Down**

*37ft Oakley:* June 12 and July 21

**Newhaven, East Sussex**

*Relief 52ft Arun:* June 8, 18, 25, 29, July 5, 8, 9, 20 and 26 (twice)

**Newquay, Cornwall**

*C class inflatable:* July 27

**North Sunderland, Northumberland**

*37ft Oakley:* July 11, 16, 17, 19 and 31

*D class inflatable:* July 3, 12, 14, 16 and 27

**Oban, Argyllshire**

*33ft Brede:* June 1, July 9, 12, 21 (twice), 24 and 30

**Padstow, Cornwall**

*47ft Tyne:* July 8

**Peel, Isle of Man**

*Atlantic 21:* June 28

**Penarth, South Glamorgan**

*D class inflatable:* June 14, 16, July 3, 12, 15, 22, 26, 28 and 30

**Penlee, Cornwall**

*52ft Arun:* July 1

**Peterhead, Aberdeenshire**

*48ft 6in Solent:* June 18, 29 and July 12

**Plymouth, South Devon**

*Relief 44ft Waveney:* June 9

**Poole, Dorset**

*33ft Brede:* June 15 (twice), 19, 20 and 25

*Relief 33ft Brede:* July 20, 24 and 29

*D class inflatable:* June 15 (three times), July 9, 24 and 28

**Portaferry, Co Down**

*Atlantic 21:* June 4, 14, 20, 27, July 15 (twice), 20 and 30

**Port Erin, Isle of Man**

*37ft 6in Rother:* June 6 and July 5

**Porthcawl, Mid Glamorgan**

*D class inflatable:* June 20, 24, July 8 (twice), 11 (twice), 12, 24 and 25

**Porthdinllaen, Gwynedd**

*47ft Tyne:* July 14

**Port Isaac, Cornwall**

*D class inflatable:* June 2, 12, July 10, 20 and 22 (twice)

**Portpatrick, Wigtownshire**

*Relief 46ft 9in Watson:* June 1, 7 and July 1

*48ft 6in Solent:* July 8, 12, 14 and 22

**Portrush, Co Antrim**

*52ft Arun:* June 6, 7, 9, 22, 29 and July 3

**Portsmouth (Langstone Harbour), Hampshire**

*D class inflatable:* June 14 (twice) and July 1

*Atlantic 21:* June 17, 20, 21, 28, July 1, 5, 11, 13 and 26

**Port St Mary, Isle of Man**

*Relief 52ft Arun:* June 28, July 6 (twice) and 31

*D class inflatable:* July 5

**Port Talbot, West Glamorgan**

*D class inflatable:* July 23

**Pwllheli, Gwynedd**

*D class inflatable:* June 13, July 20 and 23 (twice)

**Queensferry, West Lothian**

*Atlantic 21:* July 5, 7 and 14

**Ramsgate, Kent**

*44ft Waveney:* June 4, 6, 7, 20, July 19 and 31

*Atlantic 21:* June 3, 4, 20, 27, July 5, 8, 10, 12 (twice), 20 (twice) and 29 (twice)

**Red Bay, Co Antrim**

*C class inflatable:* July 8

**Redcar, Cleveland**

*Atlantic 21:* June 17, 18, 28, and July 25

*D class inflatable:* July 25

**Rhyl, Clwyd**

*D class inflatable:* June 17, 26, July 5, 11 and 13

**Rosslare, Harbour, Co Wexford**

*52ft Arun:* June 22, July 30 and 31

**Rye Harbour, East Sussex**

*C class inflatable:* June 13, 14, 29, July 19, 26 and 29

**St Abbs, Berwickshire**

*Atlantic 21:* June 20

**St Bees, Cumbria**

*Relief C class inflatable:* July 19

**St Catherine, Channel Islands**

*C class inflatable:* June 3, July 2, 11 and 13

**St David's Dyfed**

*48ft 6in Oakley:* July 19

**St Helier, Channel Islands**

*44ft Waveney:* June 14, 26 (twice), July 11, 28 and 29

**St Ives, Cornwall**

*C class inflatable:* July 6, 7, 12 (twice), 17, 19, 21, 27 and 31 (three times)

**St Peter Port, Channel Islands**

*52ft Arun:* June 2, 13, 16, July 4, 14 (three times), 27 and 28

**Salcombe, South Devon**

*47ft Watson:* June 25

**Scarborough, North Yorkshire**

*37ft Oakley:* June 11 and July 26

*D class inflatable:* June 5, 7, 11, July 13, 25 and 28

**Selsey, West Sussex**

*47ft Tyne:* June 6 (twice), 9, July 5 and 23

*D class inflatable:* June 19, 22, July 3, 12, 30 and 31

**Sennen Cove, Cornwall**

*Relief 37ft 6in Rother:* June 16

**Sheerness, Kent**

*44ft Waveney:* June 28, 29, July 5, 15 and 28

*D class inflatable:* June 1, 3, 7, 13, 28 (twice), July 2, 3, 11, 18 and 19

**Sheringham, Norfolk**

*37ft Oakley:* July 25 and 29

**Shoreham Harbour, West Sussex**

*47ft Watson:* June 6 and 16

*D class inflatable:* July 4, 6 and 31

**Skegness, Lincolnshire**

*Relief 37ft Oakley:* June 6, July 6 and 26

*D class inflatable:* June 1, 22, July 6, 15 and 31

**Skerries, Co Dublin**

*D class inflatable:* July 5, 19, 20 and 26

**Southend-on-Sea, Essex**

*D class inflatable:* June 6, 15, July 5 and 18

*Atlantic 21:* June 6 (twice), 27, 28 (twice) and July 1

**Southold, Suffolk**

*Atlantic 21:* July 9

**Staithe and Runswick, North Yorkshire**

*Atlantic 21:* June 4 and 24

**Stornoway (Lewis), Ross-shire**

*52ft Arun:* July 10, 11, 18 and 19

**Stranraer, Wigtownshire**

*D class inflatable:* June 5, 13, July 22 (twice) and 25

**Sunderland, Tyne and Wear**

*47ft Watson:* June 8 and 15

*D class inflatable:* June 6 (twice) and July 12

**Swanage, Dorset**

*37ft 6in Rother:* June 15, 28, July 18, 19 and 21

**Teessmouth, Cleveland**

*47ft Tyne:* June 27 and July 1

**Tenby, Dyfed**

*47ft Tyne:* June 29

*D class inflatable:* June 4, 12, 20, 30, July 9, 18 (twice), 19, 23, 27 and 28

**Tighnabruaich, Argyllshire**

*D class inflatable:* June 20 and July 18

**Torbay, South Devon**

*Relief 52ft Arun:* June 6 (twice), 16 and July 15

*D class inflatable:* July 10 (twice) and 28

**Tramore, Co Waterford**

*D class inflatable:* June 13, 28 and July 9

**Troon, Ayrshire**

*44ft Waveney:* June 11, 20 (four times), 21 (twice), 25, 30, July 5, 18, 23 and 25

**Tynemouth, Tyne and Wear**

*52ft Arun:* June 16 and July 14

*D class inflatable:* June 5 and 28

**Valentia, Co Kerry**

*Relief 52ft Arun:* June 12, 27, July 3, 18 and 23

**Walmer, Kent**

*42ft Beach:* July 6

*D class inflatable:* June 14

**Walton and Frinton, Essex**

*Relief 46ft 9in Watson:* June 2, July 17 and 18

**Wells, Norfolk**

*Relief 37ft Oakley:* July 29

*D class inflatable:* June 8, 27 and July 20

**West Kirby, Merseyside**

*D class inflatable:* July 26 and 27

**West Mersea, Essex**

*Atlantic 21:* July 19

**Weston-super-Mare, Avon**

*D class inflatable:* July 24

*Atlantic 21:* July 24

**Weymouth, Dorset**

*54ft Arun:* June 6, 19, 20, 28, 29, July 15, 17 and 19

**Whitby, North Yorkshire**

*44ft Waveney:* June 24, July 13, 21 (twice), 25 and 29

*D class inflatable:* June 28, July 8, 28 and 29

**Whitstable, Kent**

*Relief Atlantic 21:* June 3 (twice), 8, 13, 27, 28 (twice), 29 (twice), July 11, 19, 26 and 31 (twice)

**Wicklow, Co Wicklow**

*42ft Watson:* July 26

**Withernsea, Humberside**

*D class inflatable:* June 5, 17, 28, July 9 and 30

**Workington, Cumbria**

*47ft Watson:* July 14

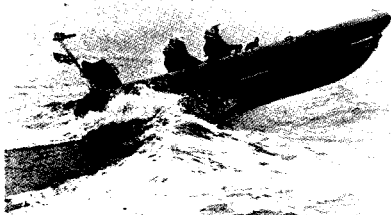
*Relief 46ft 9in Watson:* July 18

**Yarmouth, Isle of Wight**

*Relief 44ft Waveney:* June 30, July 8, 12, 19, 21 and 23

**Youghal, Co Cork**

*Atlantic 21:* July 8



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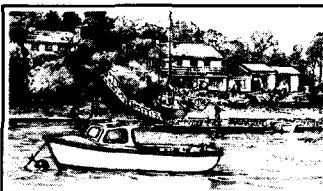
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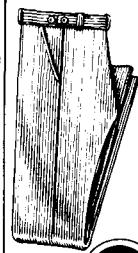
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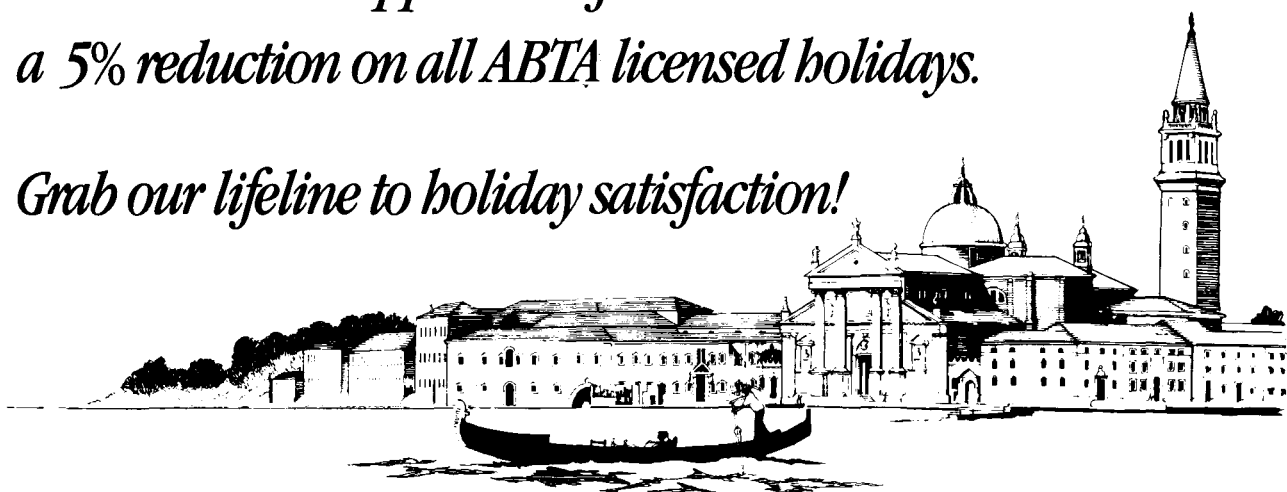


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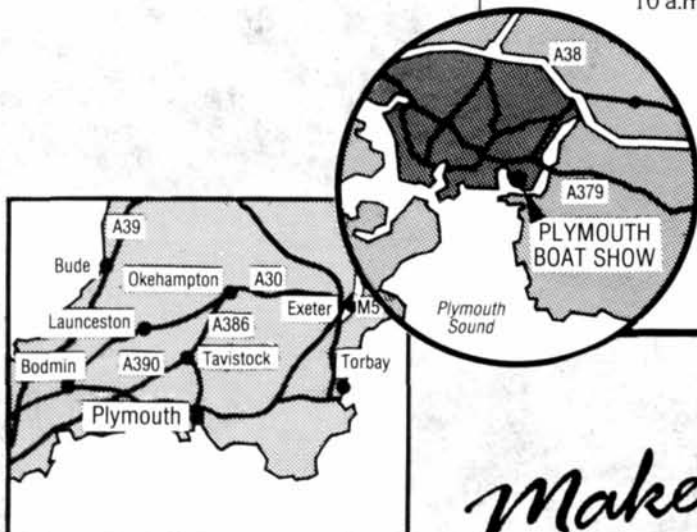
Press and Preview Day Thursday 31st March  
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### Admission

1st to 10th April	Adults £2.50	Children under 15	£1.50
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