ournal of the Royal National Lifeboat Institution

Volume L Number 499

The

Lifeboat

Spring 1987

Focus on station Hon. Secretaries

30p

Electronic aids update

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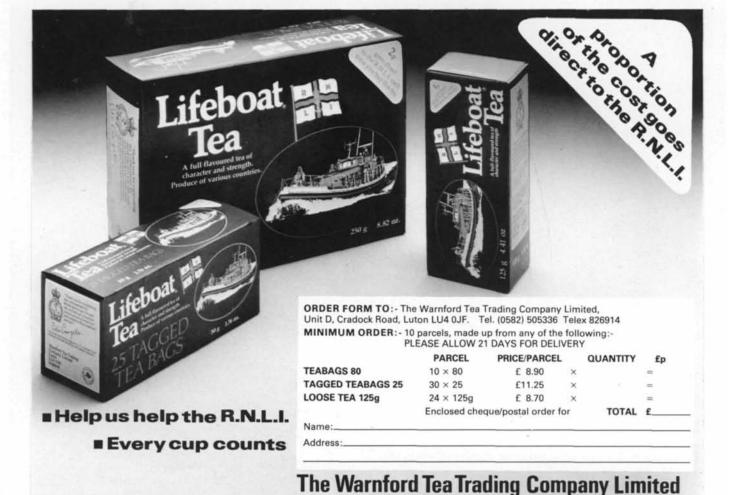
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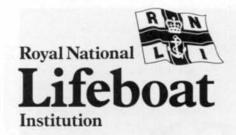
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THE LIFEBOAT

Spring 1987

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COVER PICTURE

Dorchester, Dorset.

The 48ft 6in Oakley class Lizard-Cadgwith lifeboat – James and Catherine Macfarlane – pulls away from her boathouse at Kilcobben Cove, The Lizard. The station, with its dramatic backdrop, was opened by HRH The Duke of Edinburgh, in July 1961. The lifeboat, formerly at Padstow, was transferred to Lizard-Cadgwith station in July 1984. The photograph was taken by Peter B. Gunlack who generously offered it for use in THE LIFEBOAT.

The Friary Press, Bridport Road,

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Lifeboat Services, August, September and October, 1986.....

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

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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Royal meeting

Guest of honour at this year's annual presentation of awards at the Royal Festival Hall will be Her Royal Highness the Duchess of Kent. The ceremony takes place at 3.00 on the afternoon of Tuesday May 12, 1987, when the Duchess will be presenting bravery medals to lifeboatmen and other awards to long-serving voluntary workers. The Duchess of Kent, whose husband is President of the RNLI, has long been involved with the lifeboat service, attending many naming ceremonies and other RNLI functions. An Arun class lifeboat, funded by the Freemasons and in the relief fleet of the Institution bears her name.

Anniversaries

Next year, 1988, marks two important anniversaries for the RNLI. It will be 150 years since Grace Darling took part in the famous rescue of the crew of the Forfarshire, wrecked close to the Longstone Lighthouse where her

father was keeper. It will also be 25 years since the first inflatable lifeboat was introduced into the RNLI's fleet.

Both these events have had farreaching effects upon the RNLI in their different ways and the Institution intends to publicise their anniversaries as much as possible with associated fund raising projects. RNLI stations, branches and guilds who may also be planning to commemorate one or both of these anniversaries are asked to contact the PR department in Poole to discuss any support they may require and so that all efforts can be coordinated.

Welcome visitors

Over 2,800 people visited RNLI headquarters in Poole during 1986. This is over and above the number that came on Open Days in July. A large proportion of these visitors were school parties although a variety of other groups and individuals toured the RNLI museum, depot, souvenir shop and

Cresting the waves: this magnificent photograph of the St Peter Port lifeboat Sir William Arnold was sent to THE LIFEBOAT by Guernsey photographer Brian Green and shows the 1973-built 52ft Arun in full cry, with Coxswain Peter Bisson at the helm.

were shown slide presentations and films. Those wishing to pay a visit in 1987 are welcome and are asked to contact RNLI headquarters well in advance to arrange a convenient time.

Lifeboats of the world

The 15th International Lifeboat Conference takes place in June this year and is to be held in La Coruna in northern Spain. Some 25 lifeboat societies from all over the world are expected to attend the four-yearly conference and lifeboats from several European countries will be on view to delegates. The RNLI which acts as secretariat for the International Lifeboat Conference will be represented and will be sending a 52ft Arun class lifeboat to La Coruna.

The book that never was

Alistair Maclean, the author who died in February, had apparently been thinking for some years of writing a novel about the lifeboat service. This tantalising fact came to light after he had sent in signed copies of two of his novels to the Leeds book auction in aid of the RNLI (reported in the last issue of THE LIFEBOAT). A short while

NEWS POINT

GIVE AS YOU EARN

The tax man and the RNLI have not always seen eve to eve. particularly when it comes to matters like VAT, when the RNLI still pays back to the Exchequer each year an amount equivalent to the cost of a new lifeboat. However, the new scheme, Give As You Earn, which started on April 6 this year and which allows employees to allocate a weekly or monthly deduction from their pay to a charity or charities of their choice before the tax man has taken his share, is an example of the more considerate side of his nature.

The Charities Aid Foundation, who are at present the only body to set themselves up as an agency to receive and distribute payroll donations, consider that the scheme is quite capable of generating an extra £100 million for charities. For this target to be reached, however, Give As You Earn must be brought to the attention of as many employers and employees as possible and this is where you, the reader, comes in.

The RNLI, which stands to receive a healthy share of the potential £100 million, is relying upon its supporters to help persuade employers to set up the scheme and employees to include the RNLI in their list of chosen charities.

An explanation of Give As You Earn appears on page 132 and there are more details in a leaflet which is enclosed with this issue. You will also find a free car sticker inside the journal, which we hope everyone will use and which says, quite simply, "Give As You Earn to the Lifeboats".

later he wrote again from his home in Geneva asking whether a trip in a lifeboat could be arranged. He had sailed his own trawler round the British Isles for seven years, never needing the services of the RNLI, but he dearly wished to go aboard a lifeboat to give him the background for a novel. Sadly, Mr Maclean's death came too soon for a trip to be arranged.

L'Aber Wrac'h lifeboat disaster

As reported briefly in the Autumn edition of THE LIFEBOAT, the five man crew of the French lifeboat from the small Breton port of L'Aber Wrac'h, lost their lives on a service in August last year.

A report of the tragedy has been published in Sauvetage, journal of the Societe Nationale de Sauvetage en Mer



Frozen asset: the relief Waveney Khami on duty at Sheerness in January, pictured after a heavy overnight snowfall during the bad weather that month. The photograph was sent to us by Coxswain Robin Castle, who drew our attention to the frozen sea surrounding the lifeboat.



"Life' landmark: Derek Scott, coxswain of The Mumbles lifeboat, pictured during the special "This Is Your Life" programme about him. Derek, holder of the BEM, two silver and one bronze RNLI bravery awards, as well as a Royal Humane Society award, said: "It was one of the happiest days of my life. It was a landmark in my life which I shall never forget." The secret was kept from him for 14 days and he was lured to the Thames Television studios on the pretext of taking part in another programme about rescuers and those they save, only to find himself confronted by Eamonn Andrews and the famous big red book. His wife Pat and other members of his family took part, as well as The Mumbles lifeboat crew members and many of those Derek has helped to rescue in his 40 years as a lifeboatman.



Round Britain record: Ten months and several pairs of walking boots after setting out from Skegness in April last year, round Britain walker Ron Bullen arrived back at his starting point having completed 7,053 miles in 313 days. Mr Bullen walked every day, following the coast of Britain, visiting more than 150 lifeboat stations and raising £3,500 for the RNLI. The previous record distance by a walker was 6,824 miles, covered in 310 days, spread over a longer period. Mr Bullen was sponsored by Grantham Round Table, who arranged his overnight accommodation en route. He is pictured (right) on completion of his walk being welcomed back to Skegness by Brian Stevenson, regional organiser, north east, and Coxswain Paul Martin, of Skegness lifeboat.

and we here present a summary of its contents.

At 0045 on August 7, 1986 distress flares were sighted just off the entrance channel between Lampaul-Ploudal-mézeau and the peninsula Sainte-Marguerite de Landéda. CROSS-CORSEN, the French equivalent of the Coastguard, immediately alerted Portsall lifeboat but she was unable to launch straight away because of the low tide. L'Aber Wrac'h lifeboat was then contacted and she launched with five men on board at 0120. She was immediately in radio contact with CROSS-CORSEN: all was well on board.

At 0246 CROSS-CORSEN informed L'Aber Wrac'h lifeboat that the five people aboard the yacht (which had fired the flares), three of them young women, had managed at low water to get ashore by their own means and were safe. The lifeboat, Capitaine de Corvette Cogniet, replied that she would continue on to try to save the yacht. It was 0250 and the last message anyone received from her.

After an all-night search, involving Portsall lifeboat and other rescue services, the wrecked lifeboat was discovered on the Kerguen rocks at the entrance to L'Aber Wrac'h channel with no sign of any crew member aboard. The hull appeared to be intact but the superstructure and deck were completely smashed. The lifeboat must have turned over and the hull then dashed violently on to the rocks.

It appears from the subsequent inquiry that the disaster must have been caused by a nylon cable found wrapped round one of the twin-engined lifeboat's two propeller shafts, immobilising the starboard propeller.

She was driven towards the rocks and a wave did the rest. Had she remained upright, her coxswain might still have been able to steer away in time to save the vessel.

The lifeboat's crew were made up of the best rescuers any station could wish for. They launched with all the promptness that could have been required and without waiting for the three further men that would normally make up a full crew in this type of lifeboat.

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:

Harwich

Coxswain Mechanic P. Burwood

Holyhead

Coxswain W. J. Jones Motor Mechanic D. G. Drinkwater

New Quay

Crew Member D. S. T. Evans

St Davids

Second Assistant Mechanic D. J. Bateman



Guests of honour: several lifeboatmen were among the guests at a special Variety Club of Great Britain lunch at London's Hilton Hotel in December, to honour HRH The Duke of Kent, the heroes of the lifeboat service and leading members of the Grand Order of Water Rats. Here, the president of the RNLI, who is also a gold card life member of the Variety Club, welcomes Keith Willacy, New Brighton helmsman, watched by Coxswain Robert Maiden of Hartlepool (centre). Ron Carbines, station administration officer at Selsey is in the foreground. The Mother Christmasses were representing the Variety Club. During the event, the club presented the Duke of Kent with a cheque for £10,000 as part of its continuing support for the lifeboat service. For many years now the Variety Club has donated money towards the pensions paid by the RNLI to the children of the lifeboatmen who have lost their lives while on service.

Happy birthday . . .

Two lifeboat stations, Dover and St Mary's on the Isles of Scilly, celebrate 150 years of lifesaving in 1987. Both have been awarded vellums by the RNLI's Committee of Management to commemorate their anniversary. Cardigan and Stornoway lifeboat stations are both 100 years old this year and they, too, will receive commemorative vellums.

. . . to us too

Our thanks to all those of you who remembered the RNLI's "birthday" on March 4, which was the 163rd anniversary of the founding of the Institution by Sir William Hillary. A special thank you to Marion Douglas of Overstrand for your 163rd birthday card and Storm Force member Adrian Clarke, for the drawing of "RNLB Anniversary".

Comic clergy

It's no joke . . . seven clergymen spent an evening telling funny stories with a religious theme to a packed crowd at Maidenhead and raised £2,000 towards the appeal, launched by the parents of the four Buckinghamshire schoolboys drowned off Land's End two years ago, to raise funds for a new lifeboat for Sennen Cove, Cornwall, in their memory. The night of the Holy Laugh-in was the inspiration of Rabbi Jonathan Romain, minister of Maidenhead Synagogue, who is no stranger to fund raising for the RNLI. A previous brainwave was to stop passers-by in Maidenhead High Street and challenge them to sponsor him not to give them a personal half hour sermon - again to the benefit of the RNLI.

The six other comedians who joined

Rabbi Romain at Maidenhead's United Reformed Church were the Rev. John Copping, of Cookham Dean, Father Paul Spellman, of St Edmund Campion, the Rev. Tony Dickinson of St. Peter's Chalvey, the Rev. Jeremy Hurst of Slough Christian Council, the Rev. Geoffrey Bending of Burnham United Reformed Church and the Rev. Peter Grimshaw, whose church hosted the event.

The £2,000 was raised thanks to the support of local schools, churches, Scout groups, businesses and individuals.

Support also came from the country's religious leaders, with contributions from the Archbishop of Canterbury, the Archbishop of York and TV and radio personality Rabbi Lionel Blue among others. Rabbi Blue's favourite joke was about a little boy writing to Jesus for a bicycle. "If I'm good for three months can I have a bicycle?" wrote the little boy. But he tore the letter up because he knew he couldn't meet the terms. His second attempt promised good behaviour for one week in return for the bicycle, but again he knew he would fail to keep his end of the bargain. Pausing for thought the little boy looked at the picture of the Virgin Mary above his bed. Taking it down and hiding it in a drawer, he wrote . . . "Jesus, if you ever want to see your mother again . . . '

New career

When Withernsea's D Class lifeboat launches in future, crew member David Harriman will not be among those answering the call. Mr Harriman, who teaches craft at the local high school, is off to Port Stanley, in the Falkland Islands, with his wife Vanessa and two young daughters, to take up a new teaching appointment there.

West Division

Injured swimmer

A SOUTH-WESTERLY NEAR GALE force 7 was blowing on the afternoon of Saturday August 2, 1986, when the honorary secretary of Tenby lifeboat station was told by Milford Haven coastguard that a swimmer off Monkstone Beach was being knocked against outlying rocks and bleeding badly.

A minute later at 1602 the station's 16ft D class inflatable lifeboat, which had been standing by off the slipway, set off for Monkstone Point manned by Helmsman Dennis Young and Crew Member Robert James. The sea was slight at the slipway but there was a moderate south-south-easterly groundswell and in view of this and the wind the station's 46ft 9in Watson class lifeboat Henry Comber Brown was also launched to give support to the D class.

Monkstone Point lay 11/2 miles to the north north east and while the inflatable lifeboat made best possible speed towards it, a coastguard cliff rescue team arrived at the scene where they could see the swimmer, a 20-year-old man, on the western side of the largest of the rocks between Monkstone Point and Monkstone Rock. The man was clinging to the rock, badly shocked and obviously suffering both from hypothermia and multiple lacerations to the body. He had managed to climb clear of the breaking seas but was being covered with spray and the upsurge from larger

The seas were eight to ten feet high with a residual groundswell of eight feet. The tide had one hour of flood left and there was a strong undertow caused by back eddies out of Saundersfoot Bay to the north. (The flood tide runs south at about one knot between the rocks at Monkstone Point because of the back eddy effect.)

Helmsman Young had been given the casualty's position by the cliff rescue team and now approached the rocks from the south to assess the situation. He soon realised that in those seas he could not possibly attempt to take the man off with only one crew member. He therefore went about and headed back to meet Henry Comber Brown, still on her way from the station. Second Coxswain John John and Emergency



Mechanic Roy Young volunteered to join the inflatable lifeboat and once they were embarked the D class returned to a position off the rocks.

With Second Coxswain John in charge of the anchor and Robert James and Roy Young detailed to deal with casualty, Helmsman approached the rock and then turned head to sea when he was some 30 feet to the south of it. The anchor was released and the lifeboat veered down astern against the steadying effect of the anchor cable until she reached relative calm in the lee of the rock. Breaking waves which repeatedly filled the lifeboat made the manoeuvre difficult, particularly when three times the anchor warp came out of the bow fairlead. When this happened the lifeboat presented her shoulder rather than her bow to the sea to perilous effect. To reduce the risk John John leaned as far forward as possible while tending the anchor and replaced the warp in the fairlead as quickly as possible on each occasion.

In a comparatively calm patch Helmsman Young tried to bring the lifeboat up against the north east side of the rock but a large sea caught her and again the warp left the fairlead. At the second attempt Crew Member Young leapt into the water while the lifeboat

was in a trough at the base of the rock. As the next swell came in he was lifted up and was able to scramble on to the rock. He found the injured man, examined him and then signalled for further help. Robert James used the same method to get on to the rock and helped to bring the casualty to a position where he could be put aboard the lifeboat.

The D class closed the rock and a survivor's lifejacket was passed to Roy Young who with his fellow crew member had difficulty in putting it on to the swimmer who was unco-operative due to shock and hypothermia. Neither was he willing to leave the rock for the lifeboat which was pitching heavily in the sea and swell but the two lifeboatmen eventually positioned themselves with the casualty between them and as the helmsman brought the lifeboat alongside, they jumped, taking the swimmer with them.

Clear of the rock, Helmsman Young headed seaward while Second Coxswain John hauled in the anchor. The man was wrapped in a survivor's sheet and protected by the crew members as much as possible from wind, sea and the pounding of the lifeboat. While the inflatable had been standing by to take the man off the rock the anchor warp had twice more left the fairlead and a



The four Tenby lifeboatmen to receive vellums: (I to r) Crew Member Robert James, Second Coxswain John John, Crew Member Roy Young and Helmsman Dennis Young.

photograph by courtesy of Gareth Davies

large piece of trawl net that could be seen surging in and out of the gap where the lifeboat lay complicated manoeuvring still further.

Once out of the relative calm and into the surf progress became extremely hazardous and the inflatable lifeboat shipped a lot of water. Helmsman Young used much skill in keeping bow on to the seas and his crew supported him by keeping their weight well forward and warned of approaching seas, rocks and debris.

Henry Comber Brown was lying hove to outside the surf line and it was decided to put the survivor aboard the larger lifeboat to give him more warmth and comfort. The D class was placed along the leeside of the Watson class and the man transferred. The two lifeboats then headed back to Tenby Harbour in company so that Coxswain William Thomas at the helm of Henry Comber Brown could keep an eye on the inflatable's progress. By 1700 the injured man was safely ashore and aboard an ambulance bound for Tenby Cottage Hospital.

In praising the bravery and seamanship of the inflatable's helmsman and his crew, the coastguard sector officer of the cliff rescue team who had witnessed the entire incident said he had not expected the lifeboat to be able to carry out the rescue and any attempt by his own team would only have resulted in injury to one of them.

Following this service the thanks of the Institution on vellum was presented to Helmsman Dennis Young, Second Coxswain John John and Crew Members Robert James and Roy Young.

Scotland South Division

Fishing boat sinks

AT 1235 on Thursday August 21, 1986, Oban Coastguard informed Mr A. McLellan, honorary secretary of Mallaig lifeboat station, that a fishing vessel had struck rocks on the south coast of Rhum and required immediate assistanat 1250 the relief 52ft Arun class lifeboat, Sir Max Aitken, on temporary duty at Mallaig, launched on service with Acting Coxswain John Henderson

The weather was good with a slight north easterly breeze, smooth sea, slight swell and good visibility. The lifeboat arrived off Sgeirean Mora at 1350 to find the fishing vessel LBP fast aground by the stern, lifted to port and making water. A salvage pump from Skye was awaited and the fishing vessel Amaryllis was standing by.

On arrival, Acting Coxswain Henderson ordered the lifeboat's inflatable Y boat to be launched and Acting Mechanic Ian MacNaughton and Crew Member Iain MacDonald boarded the casualty to inspect the damage. At 1420 a Sea King helicopter from RAF Lossiemouth arrived and transferred a Coastguard salvage pump on to the vessel.

The pump would not start so the lifeboat's salvage pump was transferred to the fishing boat under the supervision of Acting Mechanic MacNaughton. The tide turned at 1430 and by 1500 it became apparent that the water level was gaining. Acting Mechanic Mac-Naughton and the helicopter winchman advised the fishermen to don lifejackets but they declined. Meanwhile the Y boat stood by clear of the casualty.

Acting Coxswain Henderson could see that the casualty's bow was in danger of washing further towards the shore. A line was passed and the lifeboat held the vessel square on to the reef. The fishing vessel Amaryllis held the lifeboat's stem uptide. Shortly after 1500 LBP slid off the reef and began to settle very quickly. The tow line was cut and Acting Mechanic MacNaughton and the three fishermen found themselves in the water.

Two of the fishermen could swim but the third could not, panicked, thrashed

ce. The maroons were fired at 1240 and in command.

about and sank. Acting Mechanic Mac-Naughton quickly dived and recovered the man and supported him until the Y boat and the lifeboat were able to recover all four men. The Y boat was hauled back aboard the lifeboat which then returned to Mallaig Harbour. The three survivors were landed at 1720 suffering no ill effects.

Following this service the thanks of the RNLI on vellum was presented to Acting Mechanic Ian MacNaughton. Vellum service certificates were presented to Acting Coxswain John Henderson and Crew Members Albert McMinn, Craig Ramsay, Alexander MacKinnon, George Lawrie and Iain MacDonald.

West Division Vellum service

LAST QUARTER'S issue of THE LIFEBOAT reported a service on May 25, 1986 by Ramsey lifeboat to three yachts in trouble at the end of Isle of Man's round the island race. The three yachts were towed one after the other safely into Ramsey Harbour through high seas and force 10 winds.

A letter of thanks was originally sent to the station and since then Coxswain James Kinnin has been awarded the thanks of the RNLI on vellum for this seven hour service. Vellum service certificates were also received by his crew, Second Coxswain Douglas Martin, Acting Mechanic Ronald Crowe, Emergency Mechanic Gerald Evison and Crew Members Kevin Crowe, Alan Christian, Kim Holland and Anthony Gaines.

South West Division

Long search rewarded

FOLLOWING A REPORT that some people had been cut off by the tide in the Beacon Cove area, Newquay's 17ft 6in C class inflatable lifeboat had launched on the afternoon of Sunday August 3, 1986. It was a fine day with only a light breeze blowing from the west south west.

Helmsman Norman Bailey and his crew Mark Killingback, Paul Rockall and Mark Mahoney had searched the cove thoroughly with a crew member put ashore to investigate areas not visible from the sea or cliff top. When nothing was found it had been assumed that the people concerned had reached safety on their own and the lifeboat was stood down.

It was 1545 and the lifeboat was bound for harbour when the message came through that someone had now reported seeing a body on Bedruthan Beach. It was not certain whether the body was in fact dead and the station



The relief 52ft Arun class Sir Max Aitken.



Newquay's 17ft 6in C class inflatable lifeboat.

photograph by courtesy of B. S. White

honorary secretary therefore asked the lifeboat to investigate. Halfway there the lifeboat helmsman was informed over the radio that the casualty was indeed alive but badly injured.

On arrival the lifeboat was asked by an auxiliary coastguard to search south of Bedruthan Steps as the original informant was still unable to pinpoint the exact position of the casualty. The crew could find nothing and just as they began to search north of the steps they heard that the auxiliary coastguard had spotted some clothes on a rock on the shore side of Pendayes Rock.

The lifeboat headed for the clothes and, below them, lying on another rock was the injured man. He was only just above the waterline, semi-conscious and bleeding badly from severe head injuries. The lifeboat's line of approach was strewn with underwater rocks and Helmsman Bailey therefore stopped both engines and tilted them while the lifeboat was paddled towards the rock where the casualty lay.

The crew climbed on to the rock, bandaged the man's head with field dressings, put a survivor's lifejacket on him and wrapped him in survivor's sheets. Then, carefully, he was lowered into the lifeboat, the task being made all the more difficult by the wash at the base of the rock.

With the survivor on board, the lifeboat was paddled clear of the underwater rocks. The engines were dropped and started, the helmsman manoeuvring into clear water to seaward.

The injured man was beginning to show signs of shock and Helmsman Bailey knew he needed hospital treatment as soon as possible. A helicopter was called and when it arrived a diver with a basket stretcher was lowered on to the lifeboat. The casualty was lifted into the stretcher and then winched back up with the diver to the helicopter which flew to Treliske Hospital. The lifeboat, meanwhile, returned to station where she was rehoused at 1713.

Following this service a letter of appreciation signed by Lt Cdr Brian Miles, deputy director and chief of operations, was sent to Helmsman Norman Bailey and his crew.

East Divison

Swamped

A 15FT SAILING DINGHY with three people on board had set off for a day's fishing off Flamborough Head on the morning of Sunday September 21, 1986. On their return the dinghy capsized just off Smethwick Sands. The crew succeeded in righting her but she capsized again and then again until the dinghy was finally swamped leaving the youngest occupant still aboard and the other two men in the water clinging to the side.

They had however managed to fire an orange smoke distress signal which was seen and reported to Bridlington Coastguard. At 1306 Bridlington's 16ft D class inflatable lifeboat launched with Helmsman Andrew Brompton and Crew Members Clive Rank and Keith Turnbull on board. The sea was smooth at the launching point but once the lifeboat was abeam Hamilton Hill she lost the lee of the land and beyond the protection of Smethwick Sands she began to encounter large rolling seas.

A moderate to fresh westerly breeze force 4 to 5 was blowing with a moderate sea and six to eight foot swell as the lifeboat began her search. A coastguard Land Rover was on the nearby cliff top and directed the lifeboat to various objects which might have been the casualty but nothing was found. By 1340 the lifeboat was in a position some 21/2 miles offshore which the coastguard reckoned to be where the smoke had originally been sighted. Still nothing was to be seen and so now the helmsman decided that wind and tide could have taken the casualty further out to sea. After heading half a mile further offshore Helmsman Brompton reported to the coastguard that he would begin a box search.

Minutes later the lifeboat crew saw what appeared to be a mast showing every now and then over the swells. Soon they knew it was the casualty, swamped and barely on the surface. The two people in the water were still clinging on and the youth was still on board.

Sails and lines were floating in the

water and the helmsman steered through them with care towards the dinghy. As one of the two men in the water was being hauled aboard and the youth taken from the dinghy itself, the other man was seen to let go his grip and would have drifted away had not Helmsman Brompton quickly rounded the dinghy to stop him.

The survivors were all found to be showing signs of hypothermia once aboard the lifeboat. The lifeboat crew covered them as well as possible in the circumstances. The helmsman headed for Barnston as it was the nearest shore and radioed for an ambulance to meet the survivors.

The lifeboat was forced to make the three mile run into the beach at reduced speed, meeting the head wind and breaking seas which continually swamped her. The self bailers were in constant use. Helmsman Brompton asked the coastguard Land Rover to direct them towards the beach as spray was obscuring his view. It took 25 minutes to reach Barnston where the three survivors were landed, one needing a stretcher into the ambulance.

The coastguard were concerned that the swamped sailing dinghy would be a hazard to other boats so the lifeboat then returned to where she had drifted, about 4½ miles south east of Bridlington Piers. The first tow line parted but the second held and the dinghy was towed slowly through large seas until the lee of the land and Smethwick Sands was reached. Finally the dinghy was beached at 1551 and the lifeboat returned to station ten minutes later.

Following this service, a letter signed by Cdr Bruce Cairns, chief of operations, was sent to Helmsman Andrew Brompton in appreciation of his tenacity and of the efforts of his crew.

Ireland Division

Dinghies capsize

A NEAR GALE, south-south-westerly force 7, was blowing on the afternoon of Saturday July 26, 1986, when Mrs Helen Nicholson noticed that a number of sailing boats were in difficulty off Hook Lighthouse and Waterford Harbour. She telephoned the honorary secretary of **Dunmore East** lifeboat station who, at 1745, fired the maroons to



RNLB Arthur and Blanche Harris.

summon the crew. Five minutes later the relief 44ft Waveney class lifeboat, Arthur and Blanche Harris, on temporary duty at Dunmore East, was heading for the scene, Coxswain Brendan Glody at the helm. By now it had been confirmed that four Flying 15s and one National 18 dinghy had capsized and all their crews, 11 people in all, had been thrown into the water.

Six of these people had been picked up by other boats in the area by the time the lifeboat reached the scene but there were still five people in the water when she arrived. The sea was rough and Coxswain Glody showed some expert handling and seamanship as he manoeuvred the lifeboat into position while his crew hauled the remaining dinghy sailors aboard, all of them fortunately unharmed.

During the return passage to Dunmore East, Crew Member Jim Leach entered the water to attach a tow line to one of the Flying 15s. However, it was too rough and the tow had to be abandoned, the dinghy eventually sinkqing in the estuary. The lifeboat was back in Dunmore East at 1930, the survivors landed and by 2015 she was remoored, ready again for service.

A letter signed by Rear Admiral W. J. Graham, director, was sent to the honorary secretary of Dunmore East following this service in appreciation of Coxswain Glody and his crew's efficient work in difficult conditions.

Scotland South Division

Gas tanker aground

A DANISH GAS TANKER, Inga Tholstrup, ran aground on Craig Waugh, two miles south east of Inchkeith in the Firth of Forth, early in the morning of Monday November 10, 1986. Forth Coastguard alerted **Dunbar** lifeboat station, 20 miles to the east of the accident, and by 0815 the 47ft Watson class lifeboat, Joseph Soar (Civil Service No 34) was heading for the casualty.

Although visibility was good a south-westerly gale force 8, gusting to storm 10, was blowing and there were very high seas with 10 foot swell in the whole area. It took two and a half hours to reach *Inga Tholstrup*, a 2,000 tonne tanker with a cargo of Alphabutylene gas on board. She was firmly aground but it was hoped that she could be towed off by attendant tugs on the next high tide which was due at 2200.

Rescue helicopters from RAF Leuchars were also on scene but the gale force wind was making their task very difficult. The casualty wanted three of her crew members taken off and so Dunbar lifeboat, under the command of Coxswain Noel Wright, ran alongside, took the three men aboard and proceeded to Leith where they were landed. She then returned to the grounded tanker to await further developments.

As the day progressed it became clear that with her cargo of liquid gas, any attempt to refloat Inga Tholstrup would be extremely dangerous. Urgent discussions were held between the owners, underwriters and the port authorities as to the best solution and it was finally decided that the safest course of action was to unload the tanker before making any attempt to refloat her. Because of the prevailing weather this plan was also fraught with danger and Forth Coastguard asked Dunbar lifeboat to remain on scene during the operation. The divisional inspector for Scotland South was informed and he arranged for Anstruther's 37ft Oakley class lifeboat, The Doctors, to provide relief for Dunbar lifeboat and remain on station in the vicinity during daylight hours. Dunbar lifeboat was duly relieved by Anstruther lifeboat at 1200 on Tuesday November 11 and a pattern of watches was established for the next three days.

Two sister ships of the casualty, *Elisabet* and *Tina Tholstrup*, arrived on scene and, with improving weather and sea conditions, the unloading operation began and continued throughout Wednesday 12 and Thursday 13. During this period, as indeed throughout the entire service, a total ban on smoking

and the use of naked flame was strictly applied and all other shipping in the area was requested to keep well clear of the casualty.

With the successful transfer of her cargo completed *Inga Tholstrup* was towed off Craig Waugh at 2200 on Thursday November 13 by a tug and safely anchored at Cockenzie at 2235. At 2345 Forth Coastguard advised that lifeboat cover would no longer be required and both lifeboats proceeded to their respective harbours. Dunbar lifeboat arrived at 0230 on Friday November 14 where she refuelled, remoored and was ready again for service by 0300 hrs. Anstruther lifeboat was home by 0200 and was rehoused later that day in daylight.

Following this service the honorary secretaries of both Dunbar and Anstruther lifeboat stations received letters signed by Rear Admiral W. J. Graham, RNLI director, thanking the crews for their long and arduous service carried out in very uncomfortable conditions.

Ireland Division

Aground in a storm

IT WAS BLOWING A GALE from the south south east, gusting to storm force 10 at times when, on the evening of Friday December 12, 1986, the honorary secretary of Clogher Head lifeboat station received news that a fishing boat had run aground on Drogheda Bar.

At 1805 the station's 37ft Oakley class lifeboat, Valentine Wyndham-Quin, launched from her carriage under the command of Coxswain Fergal Sharkey and set out in darkness for the casualty, four miles to the south south west. When the lifeboat reached the scene some 45 minutes later the fishing vessel, Gerlisa, had been driven off the bar by the heavy swell over the sandbanks and had fetched up aground on the lee shore at Baltray, north of Drogheda Bar.

The water was too shallow for the lifeboat to get near the stricken vessel. So, at the request of *Gerlisa's* skipper, who feared for his crew's safety in the prevailing weather, a helicopter which had been standing by moved in to begin airlifting the crew to safety. Throughout this operation the lifeboat stood by,



RNLB Valentine Wyndham-Quin.



Inga Tholstrup aground on the left with attendant tug and sister ship Elisabet Tholstrup during the unloading of her cargo of gas.

photograph by courtesy of Michael Welch

keeping radio contact on VHF and illuminating the scene with her searchlight and parachute flares.

By 2030 the five-man crew were all landed safely on the beach at Baltray. The lifeboat returned to Clogher Head Pier at 2115 where the crew remained on board until midnight when the big tide and heavy seas had subsided sufficiently to allow the lifeboat to return to her carriage.

A letter was later sent to the station signed by Lt Cdr Brian Miles, deputy director and chief of operations, thanking Coxswain Fergal Sharkey and his crew for their commendable actions throughout this gruelling service.

South West Division

Yacht saved by shore helpers

ILFRACOMBE LIFEBOAT, the 37ft Oakley class *Lloyds II*, had launched to a yacht in difficulties in an east-north-easterly gale on the night of Friday June 20, 1986. With the help of a local sand dredger *Arco Tamar* which provided a lee, two lifeboat crew members boarded the yacht and a tow was successfully passed.

Soon after the lifeboat had launched on the service another yacht came into Ilfracombe's outer harbour and beached herself, her skipper believing such action was better than to anchor off the pier in the heavy sea running. Shortly afterwards another yacht did the same thing in spite of warning shouts from the first yacht to keep out to sea.

This second yacht, Lucky Girl, a 26ft Westerly bilge keeler, only put out an anchor when she was aground and the sea from the east-north-easterly gale, running straight on to the beach, was giving both yachts a very rough time. As the tide came in Lucky Girl began to bounce her way up the beach. She could not haul off because her anchor mooring had parted and eventually she broached and nearly capsized.

At this point the lifeboat's tractor which had been awaiting the return of the lifeboat was brought down to the water line to light up the scene. Shore helpers were able to rig lines in the surf which, when hauled on from the shore, kept the bows of *Lucky Girl* pointing seawards. The shore helpers then secured a heavy manila rope from the lifeboat house to a permanent mooring on the beach above the water line which they finally passed to the yacht.

As the tide made, the yacht, still bouncing the beach in the surf, moved past the mooring so that her crew were able to heave themselves afloat. At this stage she was just short of being driven on to the inner harbour wall. The next low water revealed that two heavy concrete sinkers, to which the mooring rope was attached by harbour chain,

had been pulled right out of the sand.

The first yacht, meanwhile, had been able to get a line to the shore by which means the crew managed to haul themselves off the beach as the tide came in.

The chief of operations, Cdr Bruce Cairns, wrote to Ilfracombe's honorary secretary following this incident, thanking all the lifeboat shore helpers for their efforts in the wet, windy and dangerous conditions which undoubtedly saved *Lucky Girl* from being smashed against the harbour wall.

South West Division

Family brought ashore

on the evening of August bank holiday Monday, August 25, 1986, the week of Hurricane Charlie, the honorary secretary of **Weymouth** lifeboat received a call from the coastguard to say that a family was marooned on their powered 25ft pleasure craft by gale force winds in the Fleet, an expanse of water that lies between Chesil Beach and the land.

At 1950 the relief 52ft Arun class lifeboat Ralph and Bonella Farrant, on temporary duty at Weymouth, slipped her mooring and headed into Portland Harbour. Coxswain/Mechanic Derek Sargent was at the helm. The wind was blowing at force 8 from the south, the sea was rough and there were squally rain showers. Three cables from Ferrybridge at the entrance to the Fleet the lifeboat stopped and the inflatable Y boat was lowered into the water. With Assistant Mechanic Colin Pavey and Crew Member Robert Gray aboard, the Y boat headed up the Fleet, guided by the torches of Portland Coastguard's mobile unit who were stationed on the landward side of Chesil Beach.

By now the wind had increased to storm force 10 and before long the inflatable dinghy lost VHF contact with the lifeboat. She carried on however, negotiating sandbanks and rough water until her crew came across the pleasure craft. She was pitching and rolling and the family aboard were very distressed and seasick.

The Y boat drew alongside and took off the mother and a one-year-old baby and landed them into the care of the waiting coastguards. They then returned to pick up the father, his four-year-old son and a dog. When they were landed the inflatable made her way back to the lifeboat. There her crew re-boarded and the Y boat was recovered before the coxswain set a course for Weymouth Harbour. By 2130 the lifeboat was refuelled and ready again for service.

Following this service letters signed by Rear Admiral W. J. Graham, director, were sent to Assistant Mechanic Colin Pavey and Crew Member Robert Gray in appreciation of the calm and efficient way they carried out the rescue.

East Division

Eleven hour escort

TWO COMMERCIAL FISHING VESSELS, Kenneth William of Brancaster and MorNita of Wells were at sea off Wells on the morning of Friday November 21, 1986 in a north-easterly storm force 10 and in very rough and heavy seas. Neither were able to make any way and had therefore asked Wells lifeboat for assistance.

At 0729 the 37ft Oakley lifeboat Ernest Tom Neathercoat launched from her carriage with Coxswain Anthony Jordan at the helm. The events of the next eleven hours during which time the lifeboat was at sea standing by and escorting the two fishing vessels are very well described by the lifeboat's log of radio telephony messages on Channel 6 to and from Wells and Yarmouth Coastguard, two RAF helicopters, the fishing boats and Wells lifeboat house.

At 0742 Wells Coastguard radioed to the rescue centre at Yarmouth:

Bar is very rough. Suggest helicopter stands by.

0743 Yarmouth Coastguard to lifeboat: Suggest helicopter stands by.

Response:

Agreed. It is very rough on the bar.

0752 Lifeboat to Mor-Nita:

Coming alongside to pass lifejackets. 0759 Lifeboat to Wells Coastguard:

Three lifejackets transferred to Mor-Nita. 0801 RAF rescue helicopter 125 to lifeboat:

On way to you. Request sit: rep:

Response:

Position quarter mile east of Wells fairway buoy.

0803 Lifeboat to Kenneth William:

Can you make way to westward?

Response:

Will do.

0808 Lifeboat to Mor-Nita:

Can you stay here until we go back for Kenneth William?

Response:

Will do.

0809 Lifeboat to Wells Coastguard

Request weather forecast.

Response:

North east 6 to gale 8, becoming cyclonic 5 to 6, rain, visibility moderate to good.

0810 Helicopter to lifeboat:

How many people involved?

Response:

Two vessels involved, three persons on each.

0816 Helicopter to lifeboat:

We are two miles from Fairway.

Response:

We have you visual.

0820 Helicopter to lifeboat:

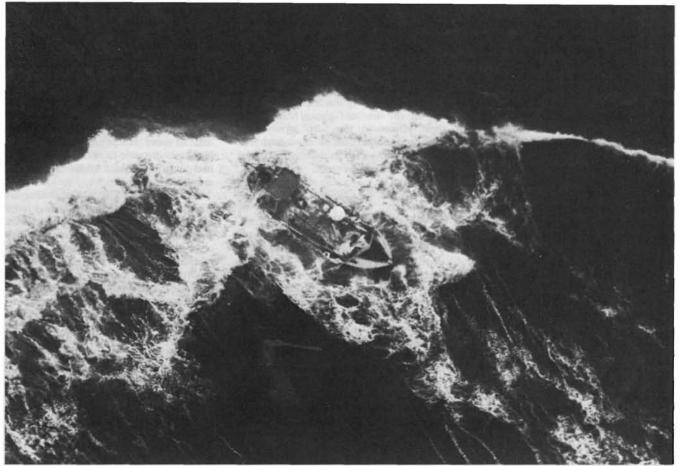
We will hang about in the area and keep an eye on things.

Response:

Thank you, we will keep you informed.

0829 Lifeboat to Wells Coastguard:

We have one boat with water circulation problems. [Kenneth William's engine circulating water and bilge pumps obstructed by shrimps.]



Wells lifeboat Ernest Tom Neathercoat photographed from RAF helicopter Rescue 125 soon after 1000 on November 21 as she rides out the storm and high seas.

photograph by courtesy of Campbell MacCallum

0834 Wells Coastguard to lifeboat:

Coltishall Met: say the weather will stay the same until lunchtime.

0838 Kenneth William to lifeboat:

We still have water trouble.

0839 Helicopter to lifeboat:

Would you like us to stand by until things are resolved?

Response:

Please stand by until the situation is resolved.

0844 Kenneth William to lifeboat:

Problem solved for the moment.

0848 Lifeboat to Kenneth William:

Can you come further to sea towards us? Response:

Will do.

0851 Helicopter lands on beach car park and stands by with engines running. 0858 Wells Coastguard to lifeboat:

Yarmouth Coastguard requests sit: rep: Response:

Weather conditions very bad, very heavy swell, vessels dodging. Much too rough to bring them in yet. Kenneth William has water problem, might be OK in a while.

0902 Helicopter to Wells Coastguard (from car park):

We are happy to stay here as long as necessary in view of awful conditions and can stand by as long as required.

0904 Lifeboat to Mor-Nita:

Things are not improving much. We can only ride it out.

Response:

Agree. We are getting used to it! [Kenneth William copied]

0906 Lifeboat to Kenneth William:

Carry on out to westward so we can manoeuvre if necessary.

Response:

Will do.

0907 Lifeboat to Wells Coastguard:

We have lost our radar. Kenneth William's sounder is US

0908 Helicopter to Wells Coastguard: Have boats got liferafts?

Response from Wells Coastguard (via lifeboat)

Neither vessel has liferaft.

0938 Lifeboat to *Mor-Nita* (having checked on high water times and state of tide):

Consider it best to keep dodging for now. Response:

Agreed.

0942 Lifeboat to Wells Coastguard:

Due to very rough weather conditions we intend to ride it out with the other boats.

0955 Lifeboat to lifeboat house:

Please check on conditions at harbour mouth.

Response:

No grey water, it is white all across.

0958 (Lifeboat coxswain decides to have

a look at bar)

Helicopter to Wells Coastguard:

When the lifeboat comes to look at the bar we will get airborne and escort them.

0959 Lifeboat to Wells Coastguard: We are coming in to look at conditions. [Helicopter flies to harbour mouth].

1004 Lifeboat to Wells Coastguard:

Sea state is too bad to bring the vessels in. We will ride it out with them until the weather moderates. 1005 Helicopter to lifeboat:

I assume you still require me in the area in case I am needed.

Response:

Affirmative.

Response from helicopter:

We will return to landing site.

1015 Helicopter to Yarmouth Coastguard:

It is a scene of devastation out there, I propose to stay and stand by.

1036 Helicopter to Wells Coastguard:

Have confirmed that we stay here until 1100 when we will be relieved by another Sea King (126), fully fuelled.

1037 Lifeboat to Wells Coastguard:

Going to rig drogue and come through [harbour entrance] to see what it is like.

1040 Helicopter to lifeboat:

We have you visual.

1050 Lifeboat to Mor-Nita:

Not very nice. Would not try to bring you in here.

Response:

I intend to go up to Thornham Hole.

1054 Kenneth William to lifeboat:

What is it like?

Response:

Much too rough to bring you in, we will come with you up to Thornham.

1056 Lifeboat to Wells Coastguard:

Much too rough to bring them in. We are recovering drogue and will then go out and escort them.

1104 Yarmouth Coastguard to lifeboat: When will they get into Wells?

Response:

Much too rough now. Not until evening. Response:

What are their fuel states?

Response:

Mor-Nita has fuel for 20-24 hours.

1124 Rescue helicopter 126 (airborne)

Kenneth William looks as if engine has stopped. He looks all right at present.

Response:

We are proceeding to him.

Response:

He has started his engine again.

1131 Helicopter 126 returns to base after ascertaining stand-by is no longer required.

1133 Lifeboat to Kenneth William:

How much fuel have you?

Response:

About half a tank. Enough fuel until tonight. [Yarmouth Coastguard copied.] 1225 Lifeboat to Yarmouth Coastguard:

Present position half mile east of Brancaster Wreck. All going well.

1255 Yarmouth Coastguard to lifeboat: Reverting to channel 0 and 16 now.

1512 Lifeboat to Wells Coastguard:

Nothing more to report, just dodging

1534 Wells Coastguard to lifeboat:

What is the situation and what are your intentions?

Response:

Will let you know as soon as decided. 1555 Lifeboat to Wells Coastguard:

Am going east with Mor-Nita to have a look at the entrance [to Brancaster Harbour]. Kenneth William is having a look at Brancaster.

1637 Wells Coastguard to lifeboat:

How is Kenneth William getting on at Brancaster?

Response:

He is looking at entrance to harbour. Sleep Robber [local boat] is going to assist.

Response:

Would it be better to take Mor-Nita into Brancaster?

1642 Lifeboat to Mor-Nita:

Are you happy to go into Brancaster? Response:

Will go to Brancaster.

1659 Lifeboat to Wells Coastguard:

Both vessels are happy to go into Brancaster on their own and we are returning to station.

1806 Lifeboat waits at Wells Harbour



Coxswain Anthony Jordan after his 11 hour service.

photograph by courtesy of Campbell MacCallum

mouth to check on tide position. 1814 Lifeboat to Mor-Nita:

How are you getting on?

Response:

We are nearly in now. Very many thanks. 1825 Lifeboat enters Wells harbour.

Following this service a letter signed by Lt Cdr Brian Miles, deputy director and chief of operations, was sent to the honorary secretary of Wells lifeboat station passing on appreciative thanks to Coxswain Anthony Jordan and his crew for their endurance and commendable actions.

South East Division Effective co-operation

A FRESH WEST by southerly breeze gusting to near gale, force 7, was blowing along the south coast off **Eastbourne** on the afternoon of Monday September 1, 1986, when the town's 16ft D class inflatable lifeboat was asked to investigate a 100 ton sailing barge, *Olive May*, which had anchored in a dangerous position near a submerged wreck. The inflatable's crew soon discovered that the barge's anchor was not holding and she was drifting eastwards towards the shore. There were two adults and two four-year-old children aboard.

By 1500 Eastbourne's 37ft 6in Rother class lifeboat, *Duke of Kent*, had launched with Coxswain/Mechanic Graham Cole. When he reached the barge, he asked her skipper to raise the anchor so that he could be towed into deeper water. Two lifeboat crew members were put aboard to assist and, with the barge's anchor up, the inflatable lifeboat passed a tow line between the lifeboat and *Olive May* where it was attached to her anchor cable.

When the tow began there was only ten feet of water below the lifeboat and her coxswain headed seaward to clear the lee shore. It had now been decided to take the barge into Newhaven and the tow continued on at 3 knots into the wind. The flood tide began to set, the wind freshened from the west and the sea became rough. Newhaven's 52ft Arun class lifeboat, Keith Anderson, which had been on stand-by, was now asked to launch to give assistance. Coxswain Len Patten was in command.

She arrived at 1757 and soon afterwards Eastbourne lifeboat passed the tow over to the Arun class. For a while all was well but then a message came from the barge that she had started leaking badly and her engine room was under four feet of water. The attempt to make Newhaven was abandoned and instead the tow headed for a safe anchorage in Eastbourne Bay. Meanwhile, Eastbourne lifeboat successfully transferred a pump from Newhaven lifeboat to the barge. A second pump was then flown in by Royal Navy helicopter, winched down to Eastbourne lifeboat and put aboard Olive May.





Top: RNLB Duke of Kent. Above: RNLB Keith Anderson

An attempt to lower the helicopter's winchman on to the barge was unsuccessful and eventually Eastbourne's inflatable was asked to launch again to take the winchman off Eastbourne lifeboat (where he had been landed) and on to the barge which had by now been towed into smoother water. The barge was then anchored and Eastbourne lifeboat tied up alongside until the pumps had done their work. She then headed back to station with the skipper's wife and two children aboard and arrived there at 2027.

Newhaven lifeboat, as soon as Olive May was safely anchored, headed out to a position 16 miles south east of Newhaven. While she had been towing the barge a message had come for her from the coastguard that a 22ft yacht, Marieta was in difficulties in heavy weather. At 2055 the yacht was sighted and soon taken in tow. Two hours later and six miles south east of Newhaven the lifeboat crew spotted a red flare to the south of them. Eastbourne lifeboat was immediately asked to launch once more to take up the tow of Marieta while Newhaven lifeboat headed south to investigate the flare.

At 2328 Newhaven lifeboat came upon the yacht Saeth which had fired the flare after a rope had fouled her propeller. The car ferry Chantilly and MV Paula were also standing by as the lifeboat secured a tow line to the yacht. The lifeboat and yacht then set course for Newhaven. During this passage Coxswain Patten was able to direct Eastbourne lifeboat over the radio to the other yacht Marieta. She too was taken in tow and soon after Newhaven lifeboat had berthed her casualty inside Newhaven Harbour, Eastbourne's Rother class also entered Newhaven with Marieta.

It was now 0320 on September 2 and Eastbourne lifeboat set out again for home. However, before she finally returned to station she tied up alongside the barge *Olive May* to check that all was well. On finding that her engines were back in working order and her own pumps in service, the lifeboat left her and was back at station at 0700.

'Cinderellas' at the sharp end WANTED: Key decision maker with sound marine knowledge capable of shouldering consider-

able administrative burden and dealing with people at all levels. HOURS OF DUTY: 24 hours a

day PAY: Nil

JOB TITLE: Lifeboat station honorary secretary

IT MAY SEEM REMARKABLE but there are 202 men who fit the above job description and who volunteer to undertake the duties. If lifeboatmen are often the unsung heroes then the real Cinderellas of lifeboat stations are the honorary secretaries. For on them rests the decision of whether or not to launch the lifeboat and, in extreme circumstances, whether it should be recalled. But at a well run station, the honorary secretary is rarely in the limelight and the scope and importance of his job is not widely known.

There are, of course, 202 different ways of doing the job-one for each lifeboat station-and each honorary secretary, as they are known, has different experience and a different approach. The RNLI takes seriously the appointment of new honorary secretaries with each being referred to the Committee of Management for confirmation. RNLI Director, Rear Admiral Wilfred Graham, also regards them as key personnel.

"The honorary secretary is the RNLI's man on the spot, the head office link with the coast. We rely very heavily on his experience, dedication and local knowledge. He is crucial to the voluntary lifeboat service.'

To help paint a picture of their work, I talked to Clem James (Staithes and Runswick), Lieutenant David Case (Wells) and Captain Brian Atkinson (Aberdeen). The tiny fishing village of Staithes nestles below the North Yorkshire Moors and is so small that visitors' cars are halted at the top of the cliffs: there is no room for them down in the village. Clem James, a retired wholesale fish merchant, can see the lifeboathouse from his favourite chair. He has been honorary secretary for the last eight years, since the 37 foot Oakley class lifeboat was withdrawn from neighbouring Runswick and an Atlantic 21 station opened at Staithes. Many years ago there was competition between the two villages but more recently Staithes men helped to man the Runswick lifeboat and Clem James fired the maroons, drove men from Staithes to Runswick and before he was the honorary secretary went to sea as a crewman when there was a man short. His father was honorary secretary of the Staithes and Runswick stations for 43 years, was elected a life governor of the

For so many people, the lifeboat service is synonymous with those who risk their lives, putting out to sea to save others. Here, RAY KIPLING, Assistant Director of the RNLI, takes a look at the less glamorous, but equally important role played by the station honorary secretaries.



Clem James, of Staithes and Runswick, one of those at "the sharp end". photograph courtesy of Melvyn Little

RNLI and was awarded an MBE for his lifeboat work. Add to that Clem's frequent trips to sea with the local coble fleet and his observation of fishing boats in all weathers and his qualifications for the post are obvious.

"I enjoy being part of an organisation which does such a worthwhile job. When a successful rescue has taken place it brings tremendous satisfaction. The thing that gives me the most emotional lift is when we get a 'shout'. I fire the maroons and those massively impressive doors fold back, as if by magic, almost before the last echo of the maroon has died away."

If the job brings satisfaction it also brings a great deal of responsibility. Clem James regards himself as fortunate as he receives support from all sections of the lifeboat community and he has confidence in his crew and their boat. Nonetheless, he does admit to one heart stopping moment.

"I launched the lifeboat to escort the local fishing cobles through the difficult quarter of a mile to the harbour mouth and the swell grew at an alarming rate. Having escorted the first coble to safety through a comparative 'smooth' the lifeboat turned out through the harbour and as the helmsman was not able to see over the breakwaters he met a massive wave which was estimated at 25 feet. The lifeboat climbed the wave in a perpendicular manner and went over the top airborne. This was not so bad as we knew she was capable of doing this. What was worrying was how she was going to generate enough power to surmount the next wave. She disappeared completely behind the first wave and it was some minutes before we saw her again. The crew took the whole thing very much as part of the day's work.'

In his estimation an element of a successful station is for all concerned, crew and helpers, to act as a group.

"From the beginning we have operated as a group. We always credit things to the Staithes lifeboat, not to individuals. We made a brave fight to keep the big boat at Runswick and I was heavily involved. The operation there was at peak efficiency. The station at Staithes inherited several of the crew from the big boat which was a great help. We still regard the Oakley as a fine boat but having had a successful station with an Atlantic 21 for 8½ years it is very doubtful if we would want to go back."

The hard work is relieved by the stories of the crew when they return from service. One night, the lifeboat had been out for 6½ hours and had just returned when it was called out again to search for a missing yacht, overdue in the fog. Working in conjunction with the Whitby lifeboat, the Staithes boat was running down her radar echoes. She found the yacht, anchored in a position which would soon be dangerous in the heavy swell with the ebbing tide. One of the crew went on board, knocked on the cabin door and said "Excuse me, do you want to be rescued?"



Staithes and Runswick Atlantic 21 class Lord Bortherton. photo courtesy of Jeff Morris

On another long search in sub-zero temperatures the lifeboat returned to refuel. Somebody had made hot soup for the crew. "Great, just what I wanted", said the helmsman and proceeded to pour the soup into his gloves.

It was a service in sub-zero temperatures that proved the most worrying day in David Case's 18 years as honorary secretary at Wells.

"I had to ask David, the coxswain, if he would launch into a blizzard of Force 9 to II to carry out a service 15 miles offshore. We had discussed this possibility 10 years before and he said 'We will always have a go' but it didn't make it any easier to ask him to do so."

The Wells lifeboat was out from 1024 to 2153 and by the time they returned the crew were so cold that they had to be lifted ashore from the lifeboat.

"The whole time of the service was full of thoughts of the eight men who were all personal friends of some long standing and whom I had asked to carry out the service in those horrible conditions. We were hanging on every word on the radio until the time when we welcomed them ashore and couldn't resist flinging arms around each one."

Like Clem James, David Case had been involved in the lifeboat service for some years before he became honorary



Wells lifeboat Ernest Tom Nethercoat.

photograph courtesy Lynn News and Advertiser

secretary. He saw service in the Royal Navy during the war on Atlantic and Russian convoy escorts and later on Channel Convoy Destroyer Escorts. Since the war he has been a chartered surveyor and became a lifeboat launcher in 1953. After 11 years as launcher he joined the lifeboat crew for 5 years and was on a service which resulted in a vellum award for the coxswain. Having been honorary secretary since 1969, David Case is in a good position to comment on the changes-good and bad-to the RNLI. He sees the vast improvement in boats and equipment as the main change for the better. From an honorary secretary's standpoint, the least enjoyable thing has been the "increasing flow of bumph" and the bureaucracy. This is something which affects all honorary secretaries and some appoint a station administration officer to help lighten the burden of paper. But why should there be an increase in a voluntary organisation which tries to steer away from bureaucracy?

This is a problem of which Admiral Graham is well aware.



David Case, hon. sec. at Wells, in Norfolk, makes up his log during an emergency. An example of the detail to be found in his painstaking record can be seen on page 117.

photograph courtesy of Campbell MacCallum

"Some of the paperwork is inflicted on us by legislation, such as the Health and Safety at Work Act. The recent decision by the Inland Revenue to tax the lifeboatmen's service allowance at source has also made life difficult, though we are working on this with officials at the Revenue. Another factor is the requirement for strict medical standards and yet another is the increasing complexity of modern lifeboats and their equipment. Ideally, I would like to see a paperless lifeboat service, perhaps using computer terminals to pass information, but this is bound to be some years away."

Paperwork is also one of Captain Brian Atkinson's pet hates. After 10 years at sea in Shell tankers and the past 17 years as Aberdeen Harbourmaster, he is a man who enjoys the 'sharp end' of the lifeboat service. Being in the harbour office has considerable advantages.

"You are aware of what is going on in the whole port network and can get jobs done which might otherwise take a lot longer."

The pattern of lifeboat work at Aberdeen has been influenced by the oil industry. The increase in oil related commercial traffic has not created many additional casualties (though there have been services to helicopters and rig support vessels) but the very presence of the extra ships and helicopters has helped to create a safer environment.

"Rescue is not the monopoly of the lifeboat," says Captain Atkinson, "if

there's somebody else on the spot, they can often get on with the job."

Commercial vessels have given him both his most rewarding and most difficult situations as honorary secretary. In 1974 the trawler *Netta Croan* was on fire and steaming, out of control, in circles. The Aberdeen lifeboat was then a 52 ft Barnett with a maximum speed of 9 knots and could not catch the blazing ship as she careered along.

Worrying time

By fine seamanship, and at great risk, the lifeboat cut across the trawler's path to come alongside and snatch her crew to safety.

Two years later another trawler, the *Karemma*, had lost steerage and was drifting towards Aberdeen beach in very rough seas. The lifeboat went into the shallow, confused water to make three separate approaches to the trawler and take off the five man crew. It was a very worrying time for those ashore, particularly seamen who always look for sea room and depth of water, yet saw the lifeboat going into a situation where she was denied both.

Captain Atkinson says the least enjoyable part of being honorary secretary is asking the crew to attend a call in extreme weather conditions. Of course, the honorary secretary can also tell the



Capt. Brian Atkinson, Aberdeen Hon. Secretary.

crew not to launch. Former Lytham St Annes honorary secretary, John Kennedy, once forbade his station mechanic and another crew member to launch an eight foot dinghy to a man who had leapt into the river estuary on a six knot ebb tide in a full south west gale.

The response? "I was politely told by George to, in effect, go and consult a good taxidermist!"

Perhaps a line should be added to the honorary secretary's job description: Ability to understand seamanlike language essential!



Aberdeen's 52ft Arun BP Forties on exercise. The lifeboat plays a vital role in the pattern of search and rescue operating in the area.

photograph courtesy Jim Ferguson

ELECTRONIC EYES AND EARS REVIEWED

Further developments in the Communications and Navigational Aids of a Modern Lifeboat

By Cdr KEN WOLLAN OBE RN Staff Officer (Communications)

MY PREDECESSOR, Lieutenant Ernest Gough, wrote an excellent article which appeared in the Spring edition of THE LIFEBOAT in 1976 which described the electronics equipment carried on board the second Arun class lifeboat (52-02) noting that she was fitted with the latest communications equipment and navigational aids.

The next Arun class lifeboat to join the offshore operations fleet will be number 36 (52-36) and except for the addition of a VHF direction finder and the removal of an autopilot, the amount of electronic equipment fitted is the same as that fitted in 52-02.

This underlines the comprehensive way in which the Arun class were originally equipped to carry out their task but it is interesting to note that because of the developments which have occurred in the field of electronics during the past 10 years, the performance of the equipment now being fitted to 52-36 has improved considerably.

As 52-36 will not be completed in time to include a photograph with this article, reference will be made to 47-15, the latest Tyne class lifeboat, which has similar electronics equipment but has some aerial differences due to the low profile of fast slipway lifeboats.

A succession of whip and dipole aerials have been tried out to improve the performance of the very high frequency (VHF) frequency modulated (FM) radio, which is the primary means of communications used by lifeboats, from the 4ft 6in whip originally shown, through folded dipoles mounted on the yardarm, to the 9ft VHF whip aerial mounted on a dummy 9ft base which is shown here on 47-15 as aerial FIG (1).

In another attempt to gain height and thereby improve the range of the VHF FM equipment we now fit a 4ft 6in whip aerial on the back of the platform which carries the blue flashing light on Aruns.

The six channel VHF FM sets (A) have been superseded by multi-channel VHF FM sets to meet the increasing requirement to monitor more VHF channels are also compatible with digital selective calling systems which will be used for alert communications when the Global Maritime Distress and Safety System (GMDSS) is introduced during the next decade.

The small VHF amplitude modulated (AM) whip aerial is still fitted to selected offshore lifeboats which have a requirement to operate with civilian helicopters in the Channel Islands and in certain oil

rig areas.

One of the two 18ft whip aerials was used for MF reception and as a sense aerial for the Bellini-Tosi medium frequency direction finding (MFDF) loop in the Arun class. This aerial is now used in Arun class lifeboats to provide the input to the Mk 21 or 53 Decca Navigator via a special filter in place of the cylindrical head amplifier previously fitted.

Although the round DF loops (2) resemble those originally fitted in early Aruns they now work on a different principle. These sets feed an automatic MFDF receiver which does not require a separate sense input.

The removal of the requirement for manual sensing of signals intercepted on the MFDF equipment has led to much greater confidence by lifeboat crew members in the use of MFDF.

The other 18ft whip aerial (3) is still used for the main MF tranceiver but here again there will be a major change in 52-36 which will be the first Arun to



carry new synthesised multi-channel MF equipment.

This is to meet the new MF requirements of the GMDSS which, as for VHF, will introduce digital selective calling for alert messages during the next decade.

Additionally, a radical reorganisation of the coast radio stations will take place in 1987 which will coincide with the introduction of new MF (B) equipment installed in offshore lifeboats especially those of the relief fleet and boats based in the Republic of Ireland.

One of the most significant additions to the electronics inventory of an offshore lifeboat, which ocurred in 1982, was the decision to fit vhr direction finding equipment. This began in 1983 and by the end of 1986, 165 offshore lifeboats had been fitted with the Adcock antenna (4) and the associated direction finding receiver,

which also incorporates an eight channel scanning facility ©.

This equipment has significantly reduced the time spent searching for casualties on a number of occasions, as many small vessels and yachts now carry VHF tranceivers.

Another recent change is the introduction of a new generation of radars which incorporates facilities previously only available on large vessels. The radar scanner (5) which is modified so as to be able to withstand the effects of a capsize drives a faster scan display which can be viewed in the daylight without a hood.

This display is similar to a television screen and therefore can be seen by all crew members in the wheelhouse as opposed to a conventional display which could be viewed only by one person. As the daylight viewing display units are still under evaluation, they are

currently fitted only in new construction Tyne class, although the conventional display fitted in 52-36 will be replaced in due course.

The Decca Navigator Mk 53 receiver is now being fitted in all new construction offshore lifeboats. Whereas an 18ft whip aerial can still be used to receive Decca signals in an Arun, the low profile of the Tyne demands an active head amplifier which is shown at (6). This new sophisticated Decca Navigator can display the vessel's position in Decca co-ordinates, which require special charts, or in latitude and longitude.

It can also be programmed to provide additional information which includes routes, way points, course and speeds made good, bearing and distance to way points and can provide inputs to various other electronic sensors.

Automatic pilots did not prove successful during lifeboat operations in the 1970s and have now largely been removed. The blue flashing light (7), however, remains and is an essential means of identifying the lifeboat launched on service.

The echo sounder on the upper steering position has been upgraded to one which can be pre-set on launching and thereafter automatically adjusts its gain as the depth of water increases. It also has an improved display with both digital and diagrammatic read-out of depth. The second echo sounder, situated in the wheelhouse, is of the recording type which is also of an improved design but its introduction was due mainly to the demise of the manufacturer who produced the echo sounder fitted in early Aruns.

A recent innovation by the RNLI electronics staff is to mount the echo sounder transducers, which bounce the signal off the seabed, so that they are accessible from inside the hull of the lifeboat, thereby removing the expensive requirement to lift the lifeboat out of the water in the event of a fault occurring in a transducer.

The intercom in all fast offshore lifeboats has been modified by the RNLI electronics staff to enable all crew members to converse via head sets incorporated into protective head gear (crash helmets). This facility is available at all crew positions and is especially beneficial during heavy weather and while operating with a helicopter (D).

The fist microphone/loudspeaker facilities (2) have been retained both as a back-up and for use on occasions when the wearing of helmets by crew members is undesirable, though it is noted that crew members are encouraged to wear protective head gear whenever this is feasible.

It is also possible for the coxswain and mechanic to operate the VHF while wearing their helmets. A similar dual purpose helmet has been provided for the coxswain only in Waveney class lifeboats.

TYNE CLASS RADIO



As mentioned earlier in this article, with the exception of VHF DF, the basic fit of electronics equipment in lifeboats over 10 metres remains the same, and the frequencies in use and the traffic have changed very little during the past 15 years. However, changes are in the offing for several reasons and some of these changes are already being introduced.

The steady development in VHF coverage provided by the coastguard and the automation of VHF working by coast radio stations resulted, some years

ago, in HM Coastguard becoming responsible for distress and safety communication on VHF Channel 16. With the introduction of the Global Maritime Distress and Safety System in 1991, distress alerts and safety calls using digital selective calling (DSC) will be passed on VHF channel 70 (156.525 mHz) although VHF Channel 16 will continue to be used for distress alerts and safety calls using radio telephony.

Similarly at MF, where the coast radio stations are still responsible for the control of 2182 kHz, distress alerts and

safety calls using DSC will be passed on 2187.5 kHz while 2182 kHz will continue to be used for distress alerts and safety calls using radio telephony.

Recent developments in maritime satellite communications will also affect future traffic patterns and the recent introduction of standard C shipborne satellite terminals will see still more changes in alerting procedures. However, these are expected to be used mainly by ships operating outside VHF and MF range.

The use of emergency position indicating radio beacons (EPIRBS) will also increase under the new system. The 121.5 mHz EPIRBS are already available to be used for sending distress alerts and a 1.6 gHz system is also under development to be used as an alternative to 406 mHz.

None of these latter changes are expected to affect lifeboat operations directly as the longer range alerting should all be passed to the various rescue co-ordination centres. However, the new techniques and equipment involved will be closely monitored because of the effects they may ultimately have on existing lifeboat communications.

Full details of the Global Maritime Distress and Safety System are contained in a booklet recently published by the International Maritime Organisation which is currently on sale from the IMO Secretariat, Publication Section, 4 Albert Embankment, London SE1 7SR.

The rapid developments in the field of navigational aids such as electronic charts, plotting devices and electronic compasses are similarly closely monitored. The criterion for introducing all new equipment into RNLI lifeboats remains the same, i.e. is it essential in order to carry out the task of saving life at sea more quickly and safely? There is insufficient room to carry equipment which merely falls into the "nice to have" category.

Global link-up by 1991

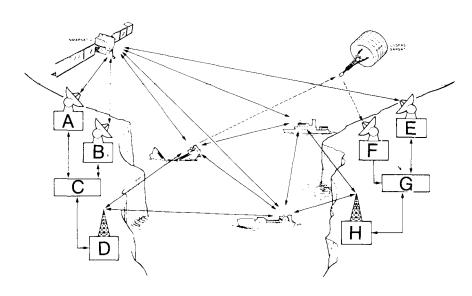


Figure 1—General concept of the global system

A & \mathbf{E} – rescue co-ordination centres: \mathbf{B} – Coast earth station; \mathbf{C} & \mathbf{G} – National/international networks; \mathbf{D} & \mathbf{H} – Coast radio stations (HF, MF, VHF); \mathbf{F} – Local user terminal-mission control centre.

Figure 1 shows the Central Maritime Distress and Safety System currently being developed. This will greatly increase the coverage for distress alerts and safety traffic by the addition of HF and satellite channels and also introduce automatic signalling techniques using digital selective calling (DSC). From 1991 distress alerts and safety messages on vHF will be passed using DSC Channel 70 (156.525 mHz) and in MF at 2187.5 mHz. However, the channels shown in Figure 2 should still be available for communication using radio telephony between vessels in distress and assisting units.

Figure 2 shows the existing communications used for on-scene communications between vessels in distress and assisting units. Distress alert and safety messages are currently passed using radio telephony on Channel 16 VHF and 2182 kHz MF as well as using morse on 500 kc/s MF.

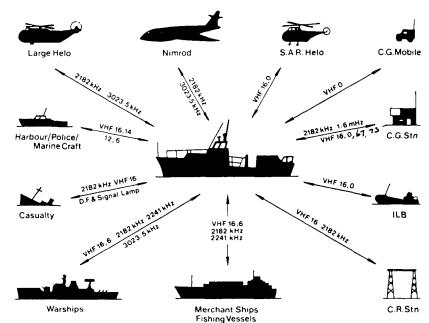


Figure 2—On-scene communications



PEOPLE AND PLACES

Lottery

To comply with Gaming Act requirements it was necessary to draw the 36th national lottery outside Poole headquarters for the very first time. The reason for this was that the date for the draw, January 31, fell on a Saturday. It did mean, however, that many Saturday shoppers in Poole's Arndale Shopping Centre where the draw was held, were able to buy tickets from three celebrity lottery ticket sellers. Tracey Childs, Tony Anholt and Edward Highmore, all stars of the BBC series Howards Way, spent an hour chatting to shoppers and selling more than £300 worth of tickets on the day, before making the draw. Space for the RNLI's draw was kindly provided by the Arndale Association and Everest Traders' Double Glazing. The lottery itself was a record breaker, making over £63,000 for the RNLI. The prizewinners were:

£2,000: V. Moore, Esq, Whitley Bay, Tyne and Wear.

£500: Miss M. H. Ruffell, Forest Gate, London.

£250: Frank Roach, Burton-on-Trent, Staffordshire.

£100: J. E. Vokins, Esq, Coventry; P. Delaforce, Esq, Brighton, East Sussex; D. H. Stott, Esq, Midhurst, Kent; Mrs J. Wicks, Harlow, Essex; J. D. H. Beckett, Esq, Maidenhead, Berkshire; Mrs Cross, Lower Fishguard, Pembrokeshire; Mr C. G. A. Brown, Enfield, Middlesex.

£50: Mr M. McIntosh, Belfast, Northern Ireland; Moira Carlyle, Stennes, Orkney; Mrs P. A. Hicks, Ilford, Essex; Miss Jane Lewis, Slough, Berkshire; Neil McLean Lindsay, Esq, Glasgow; E. D. Smith, Esq, Eastbourne, East Sussex; Ray Leakey, Esq, Fordingbridge, Hampshire; H. Turner, Esq, Gosport, Hampshire; M. R. Davies, Esq, Liverpool; Mr J. Hanson, Nottingham.

New Year Honours

Among the awards in the New Year Honours list were:

KCVO

Dr Sir John Batten KCVO MD FRCP, a member of the Institution's medical and survival committee since 1983. He has also been physician to HM The Queen since 1974.

OBE

Miss A. M. Robertson, honorary secretary of Lerwick ladies' guild from 1957. Miss Robertson was awarded a statuette in 1968 and a gold badge in 1982.

BEM

John (Joe) Martin, coxswain/ mechanic of Hastings lifeboat. Coxswain Martin first joined the lifeboat crew in 1950 and was appointed mechanic in 1959. He became an RNLI travelling mechanic in 1969 returning to Hastings crew in 1971 when he became coxswain/mechanic. Coxswain Martin was awarded a silver medal in 1974, a bronze medal in 1984 and the long service badge in 1985.

Arthur Wignall, coxswain of Lytham St Annes lifeboat. Coxswain Wignall joined the lifeboat crew in 1952, was second coxswain from 1959 to 1970 when he became coxswain. He was awarded a bronze medal in 1981 and the long service badge in 1982.

Obituaries

IT IS with deep regret that we record the following deaths:

October 1986

Henry Jones, a member of Reading and District branch for over 20 years having previously been associated with the ladies' guild in Reading.

December 1986

Brigadier J. W. H. Gow, CBE DL, who was involved with the RNLI in Scotland for many years. Brigadier Gow was chairman of Glasgow branch from 1937 to 1973, from 1953 to 1985 he served on the committee of management, and





The stars of Howard's Way drawing the winning tickets at Poole's Arndale Centre.

High fliers: Mr and Mrs Shepley of North Landing, Flamborough (pictured above), recently celebrated their golden wedding anniversary in supersonic style by boarding Concorde at East Midlands Airport for a trip of a lifetime.

To tie the trip in with their long support of Flamborough station, notching up 30 years as head launcher, committee members and fund raisers between them, the couple took with them Mr Shepley's statuette, and silver badge, and a plaque of appreciation presented to Mrs Shepley, together with a lifeboat collecting box.

between the years 1950 to 1986 he represented Glasgow on the executive committee of the Scottish lifeboat council. Brigadier Gow was vice-president of the Institution from 1965 to 1978 when he became a life vice-president.

The Dowager Viscountess Colville of Culross, OBE president of Inverbervie and district ladies' guild from 1973 to 1985 and who was awarded a gold badge in 1982.

Mr H. G. Trimble, a partner of Lewis and Duvivier, the RNLI's consulting civil engineers. In 1963 Mr Trimble took over responsibility for all of the RNLI's business. He retired in 1985 but remained involved in the work for the Institution on a consultancy basis.

John S. Oke who, together with his wife, founded the Holsworthy branch in 1975 and was its chairman until his death. He was awarded a silver badge in 1986.

January 1987

Captain Mark Kerr DFC RN, honorary secretary of Clovelly lifeboat station from 1973 to 1983.

February 1987

Mrs Lilian Platts who joined the Bristol Ladies Lifeboat Guild in 1942 and was its treasurer from 1956 to 1977. She was awarded a silver badge in 1967 and a gold badge in 1976.

Cyril Richards who was an honorary member of the Hornchurch and Rainham branch. He joined the branch in 1962 and became vice-chairman in 1973 until 1983 when he resigned due to ill health.

March 1987

Roger Leigh-Wood DL, a life vicepresident of the RNLI. Mr Leigh-Wood joined the Committee of Management in 1956 and served as deputy treasurer from 1961-1971. He was made a vicepresident in 1972 and a life vice-president in 1981.

Dr A. Wattison, chairman of Anstruther station branch. He was honorary medical adviser at Anstruther for over 25 years, being awarded the Scottish Council Record of Thanks. Dr Wattison became chairman of the branch in 1982.



Boat Show '87

This year, Blyth's 'D' class lifeboat and Cardigan's 'C' class lifeboat were the pride of the RNLI's stand at the London Boat Show, manned by lifeboatmen from Mudeford, Criccieth, Aberystwyth, Cullercoats and Cardigan. Souvenirs were sold at a great rate by branch and guild members from the London area and the persuasive Shoreline and Storm Force recruitment team enrolled hundreds more members. In addition, lottery tickets were sold as well as raffle tickets for a new Volvo car and collecting boxes, rattled by Chelsea pensioners, were rapidly filled.

At the centre pool stage a cheque for over £360,000 was received from Mr J. MacPhail, Chairman of Matthew Gloag & Son Ltd by the Duke of Atholl, Chairman of the RNLI. The money was raised in a four month promotion by Famous Grouse Whisky who issued mammoth draw charts, completed by the public in pubs and clubs throughout the country, with a 1/2 gallon bottle of the famous whisky as the prize. Following the cheque presentation, Public Relations awards, presented Raymond Baxter, chairman of the RNLI's PR committee, were made to the BBC Radio programme 'Down Your Way' and film cameraman Ray Warner.

Model effort: this half size replica of the Great Yarmouth and Gorleston 44ft Waveney lifeboat Barham took eight months and several hundred man hours to complete and will be used to raise funds for the RNLI by being rented out to fêtes and carnivals up and down the country.

The idea for the model was born from a series of meetings held by the crew to consider what they could do to enter Yarmouth carnival last year, although the project was not eventually completed until November, such was the dedication and attention to detail of the 24 lifeboat crew members of both the Waveney and Atlantic 21 boats, who took part.

RNLI headquarters at Poole provided a full set of plans for the modellers, who set to work in a domestic garage in April. This accommodation was quickly outgrown and the model moved to a warehouse, loaned by G. C. S. Wire Rope Services. Fund raising events were run during the spring and summer to meet the £3,000 cost of building the 22ft model, which is now insured for £12,000.

Work continued on the Barham until the very last minute before its official "launch", on dry land, in the car park of the Rumbold Arms, Southtown, Yarmouth, venue for many of the fund-raising efforts.

The Mayor of Yarmouth, Mrs Brenda Mills, performed the launching ceremony, praising the lifeboatmen's efforts as a "marvellous achievement".

Organisations wanting to make use of the model for fund raising on behalf of the RNLI should contact the current secretary of the club, Mr J. W. R. Best, at 95 Lichfield Road, Southtown, Great Yarmouth, Norfolk NR31 0AB.



Pictured with the giant cheque for £360,000 from the Famous Grouse Whisky promotion are (left to right) – Mr John MacPhail, Chairman of Matthew Gloag & Son Ltd., Anthony Oliver, RNLI's head of fund-raising, the Duke of Atholl, Chairman of the RNLI, Peter Holness, the RNLI's fund-raising projects manager, Mr Alick Sherriff, sales director for The Famous Grouse Whisky and Vivian May, member of the RNLI's fund-raising committee. photographs courtesy of David Trotter





Mr Baxter presents the Public Relations awards at the London Boat Show to Mr Ray Warner (left) and Mr Tony Smith, representing 'Down Your Way'.

Letters...

Medal rescue recalled

With reference to an article in your Winter 1986/87 journal *The RNLI in Ireland* you may be interested in a conversation I have recently had with my husband's 104-year-old grandfather.

When he was six years old his father obtained the position as a Station Master (officer) in the Coastguard at the twin station of Ballywalter and Ballyhalbert. Whilst at this station a schooner went on the rocks a few miles out and although an RNLI boat was available they were unable to muster the correct number of crew.

So father, with another man, set off in an open boat with oars and lug sail and rescued three men. Unfortunately, due to the wind and waves they were unable to row back to shore and found themselves being hurled up Belfast Loch, finally coming ashore at Clandeboye.

A party was going on at the Big House for a boy who later became a Viceroy of India.

The men from the house hauled up the boat and attended to the wrecked crew and sent the rescuers home in a coach and pair.

They were both awarded a medal from the Board of Trade and promotion to a bigger station, nine miles from Dublin.

Whilst I appreciate it is not a story of the RNLI it illuminates the coastal history of its time (late nineteenth century) when the RNLI was improving its capabilities.—MRS J NORTHAM HAYNES, Woolston, Southampton.

Baltimore Tribute

I read with interest your article on *The RNLI in Ireland* and thought you would like to know that we were rescued in the small hours last August by the Baltimore lifeboat.

We set out from Baltimore aboard the *Crescent Moon*, an Impala yacht, in fine weather and became stuck on rocks off a nearby island.

We were rescued by the RNLI crew who were good humoured, solicitous of our welfare and generally made a



Baltimore lifeboat Charles Henry.

frightening experience into one of complete calm and confidence.

We would like to pay tribute to the Baltimore lifeboat crew and send our thanks to them and all those who risk their lives to help others.—MRS ROSEMARY MELLOR, Westbury-on-Trym, Bristol.

Message received . . .

As one who respects the power of the sea and appreciates its many dangers, I have the highest regard for those brave, tough and efficient lifeboat crews. There are no 'boys' among them, as young as some may be, they are men, with the exception of those two stout hearted and brave young women to be found manning Irish lifeboats!

Although having been a skipper of the Brighton Deep Sea Anglers' Club for the last five years my only involvement with a lifeboat operation occurred about 20 years ago. I was then a policeman at Seaford and someone phoned, reporting what he thought was an overturned boat floating off the coast. I had just come on night duty at 9.45pm and was sent to the seafront to meet the informant.

Being a mid-summer evening it was still light enough to see a fair distance. The informant quickly indicated the object about 3/4 mile out, wallowing in an almost flat sea. The Newhaven lifeboat was already circling the object, then it started moving slowly towards the beach leaving the object behind. The object was obviously nothing for further concern and not wanting the crew to waste any more time searching I attempted to communicate with them by means of my police lamp, using it as an Aldis lamp. I selected the briefest possible message, one which was both easy to send and easy to read provided, of course, that at least one member of the crew had a knowledge of Morse! At regular intervals I flashed You've seen it.

However, the lifeboat continued its course towards me, perhaps coming inshore to investigate the 'mysterious flashing light'! Closer and closer it came until it was only about 100 yards out. I cupped my hands and shouted the same message but, with their engine running, they could not hear. At last the engine was switched off and despite having almost lost my voice by then I shouted once more. Much to my relief a crew member raised his hand and waved in acknowledgement, the engine burst into life again and the lifeboat moved off towards its base.

It seemed regrettable that there was not a more efficient method of communication between Police and lifeboat in such circumstances, which could have been far more serious. Police personal radios were non-existent in those days. As beat policemen now have local radios the problem will have been overcome, just a quick message back to the Police Station, from where it would be telephoned to the Coastguard for

onward radio transmission to the lifeboat.—JOHN L CLARKE, (now retired from Police Force), *Hove, Sussex*.

. . . and understood

Your article in a recent edition of THE LIFEBOAT on a rescue from the beach east of Lyme Regis revived memories—some good, some bad.

Myself and my son had walked from Lyme to Charmouth one April, looking for fossils on the beach. On returning, we found the tide higher and our way home cut off. Eventually after a few anxious moments my son—who plays rugby for Cambridge—managed to climb to the top of the concrete wall and pull me up as well. I can well imagine how less fit people could find this spot a death trap, unable to go forward or back.

After reading your article it suddenly occurred to me that the solution to this problem is to install some step irons in the concrete wall so that anyone that does become trapped can merely climb out.

As I recall, the top of the concrete wall is close to houses and the road!

If a 'ladder' of only 4/5 rungs were provided at say three locations with possibly a notice saying "STEPS" then I believe lives could be saved.

May I suggest that you pass a copy of this letter to your Lyme Regis lifeboat crew so that they may take up the matter with the local authorities?— J W RABBETS (Life Member), Over, Cambridge.

 Pressure by Lyme Regis branch and others upon West Dorset District Council has now resulted in a series of iron rungs being attached to the wall, to provide an escape route—Editor.

Canoe help?

Over the next 12 to 18 months it is my intention to collect together humorous stories with a strong canoeing theme. I then intend to compile a small book very much along the lines of *Worse Things Happen At Sea* (which is available from RNLI Trading and is highly recommended).

My aim is to raise money for the RNLI and the BCU (The British Canoe Union). The proceeds from sales will be split between these two bodies.

So, if you have ever been given a cheeky wave or have served a mug of hot tea to a lone canoeist in a force 6 or have any humorous anecdotes then please do drop me a line.— KEN SNAPE, 123 Abbey View, Garston, Nr Watford, Herts WD2 4RZ.

GPs' tonic

Being an active fund raiser as well as a Governor of the Institution I have for many years received a copy of the Journal at this address as well as my home

I am ashamed to admit that it has taken a long time before the thought of placing one of them in a useful position dawned on me, the doctor's waiting room, always short of decent reading matter. It lasted less than a week before someone repossessed the same.— L E BELLHOUSE New Briggate, Leeds.

Books...

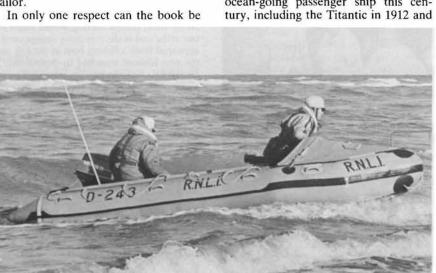
- The Pocket Oxford Guide to Sailing Terms has been abridged by Ian Dean—himself a keen sailor—from the classic work by Peter Kemp, Oxford Companion to Ships and the Sea. The slim volume, published by Oxford University Press, price £12.95, retains the essential information of the parent work, in a condensed, corrected and updated form. It is a well laid out guide not only to sailing terms, but also the history of sailing and of such organisations as the RNLI. Simple line drawings further enhance this thoroughly recommended bunkside browser.—N.H.
- First published in 1963, J D Sleightholme's Cruising-A Manual for Small Cruiser Sailing has been re-issued in its fourth edition and remains a useful addition to the bookshelves of any serious sailor. With advice on everything from the right sort of equipment needed to sail a cruising yacht of between 20 and 30ft, to coping with gales and men overboard, the author has brought his many years of experience of boats, sailing and writing about nautical subjects to bear in producing a common-sense practical guide which will not only help the novice, but be of equal worth for the more seasoned sailor.

lifeboat is never launched with salvage as its purpose. Cruising, published by Adlard Coles Ltd., is on sale, price £10.95.—N.H.

 Another two well documented station histories by Jeff Morris. The Story of the Rhyl Lifeboat chronicles its beginnings in 1850, the strong family tradition of its crews (from 1898 to 1921 the coxswain, Joseph Hughes, had no less than six of his sons serving under him in the crew) and, of course, the courageous services by the crews. These range from the days when sailing ships going in and out of Liverpool were driven by gales onto the North Wales coast to the first ever rescue by a lifeboat of a hovercraft in 1962. This booklet can be obtained from Mr J Frost, "Ravenscroft", 14-16 Bath Street, Rhyl, Clwyd, price £1 plus 25p post and packing.

The RNLI first placed a lifeboat at Selsey in 1861 for the protection of the crews of vessels which got stranded on the Ower's Banks and other shoals in the neighbourhood of Selsey Bill. In **The Story of the Selsey Lifeboat** Jeff Morris relates the history of the station from that date until the present day. The book can be obtained from Mr Charles Ford, 5 Sunnymead Close, Selsey, West Sussex PO20 0DF, price £1.50.—M.G.

● The oceans and the elements can wreak havoc upon even the greatest of ships. In **Disasters at Sea** Milton H. Watson provides a complete record of every disaster resulting in the loss of an ocean-going passenger ship this century, including the Titantic in 1912 and



Rhyl's D class inflatable lifeboat.

faulted, in its assertion about the RNLI that "what is not so generally known is that crews are allowed to launch the lifeboat for the purposes of salvage". This is not true.

On a very few occasions when a lifeboat is already at sea on service, the opportunity arises for a crew to make a salvage claim and to do so is their right by law. However, lifeboat crews' unwillingness to exercise this right is shown by the fact that out of over 3,000 rescue launches annually, the number of claims amounts to only one or two a year. A

the Mikhail Lermontove in 1986. It is an unique record of the perils of the sea and analyses all the causes of disaster and possible means of prevention. By its compilation improvements (and lapses) in safety standards can be clearly charted and with the aid of many previously unpublished photographs the book offers a new insight into the losses of these ships. The publishers are Patrick Stephens Ltd., price £14.95.

 In 1937 the present Stockport Crew of Lifeboat Auxiliaries was formed and to celebrate its 50th anniversary Wallace Lister Barber has written a booklet ▲ Unique Crew to record half a century of service to the RNLI. In the beginning there were only three members and one of these pioneers is still with the crew, which now consists of ten members and aims to further the work of the RNLI in any way possible. To do this the crew exercise with regular crews, volunteer members to crew boats on passage from repair yards to stations, undertake duties at two boathouses etc and set up displays and exhibitions, give lectures and slide displays. The crew is the only one of its kind in the country and a fascinating variety of activities is described in this booklet, which costs £1.95 plus 25p post and packing, and can be obtained from Mr Wallace Lister Barber, Flat 1, 12 Heaton Moor Road, Stockport, SK4 4NS. All profits to the RNLI.—M.G.



In loving memory

Six of the parents whose sons were lost off Land's End during Easter, 1985, have presented a cheque for £52,000 to Rear Admiral W. J. Graham, director, at RNLI Headquarters.

The money, which was raised through many fund raising activities as part of the parents' special appeal, will help provide the cost of a new lifeboat for Sennen Cove lifeboat station, the nearest station to Land's End. It will serve as a practical memorial to the boys who lost their lives when they were swept into the sea.

The present Sennen Cove lifeboat was built in 1973 and would normally have a life of 25 to 30 years. However, the RNLI recently announced a programme to complete the introduction of fast lifeboats by 1993 and it is hoped to place a fast lifeboat at Sennen Cove within three to four years.



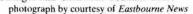
Happier time: Rear Admiral W. J. Graham, Director of the RNLI, is pictured with some of the parents of the children who died at Land's End in 1985, after the handing over of a cheque for £52,000 in the boys' memory.



CEREMONIES



Eastbourne, October 21, 1986: heavy rain and a strong south-westerly force 8 wind greeted guests at the handing over and dedication ceremony of Eastbourne's new 16ft D class inflatable lifeboat. At 2.30 pm the ceremony began at the site of the lifeboat museum, and after introductions from the branch chairman, Lt Cdr Graham Bradford, both Sir Humphrey (centre) and Lady Tollemache (2nd 1), donors of the boat, spoke of historical family connections with Eastbourne. Lady Tollemache then handed over the lifeboat to the Institution, Michael Pennell, divisional inspector (South East) accepting her on behalf of the RNLI. John Wood, deputy launching authority, received her on behalf of the station and the branch chaplain, Reverend R. Butler performed the dedication. The adverse weather precluded the launch of the lifeboat but the donors and guests were driven to the boathouse for tea with the crew. Also pictured are (1 to r) Second Coxswain David Corke, Helmsman Ian Stringer and Coxswain Graham Cole.









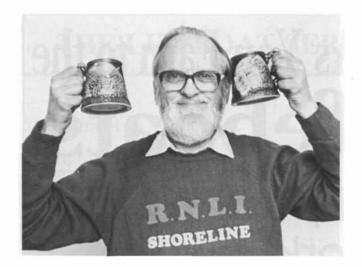
Beaumaris, October 18, 1986: within hours of her official handing over and dedication ceremony the new Atlantic 21 lifeboat at Beaumaris was called out on service. The lifeboat was provided by the BBC television programme Blue Peter whose annual charity appeal in 1985 was for the RNLI. Children from all over the country sent in buttons and

postcards for auction and at the end of the appeal enough money had been raised to fund five new lifeboats. Mark Curry, one of the show's presenters was at the ceremony when Blue Peter II, as the lifeboat was named, was presented to Anthony Hannay, a member of the RNLI's committee of management who, in turn, passed it into the

Morecambe, August 10, 1986: Morecambe was one of the three stations at which the prototype Evans/Avon D class inflatable lifeboat had been on trial. The station's new lifeboat, funded by the bequest of Mr and Mrs William Herring in memory of their son John, was one of the first of this class to go on station. A large crowd (pictured I) gathered in front of the boathouse for the service of dedication opened by Sam Baxter MBE, president of the fund raising branch. The Reverend Alan Fisher, minister of Green Street Methodist Church, dedicated the new lifeboat and the local Salvation Army Band played stirring music. Right on cue at the end of the ceremony orange smoke appeared from a fishing boat in the bay and the new lifeboat launched to demonstrate a rescue to a very enthusiastic crowd. During the evening the annual lifeboat service was held at the methodist church.



care of the station. She was accepted by Lt Col John Cooper, station honorary secretary and dedicated to the saving of life at sea by the Reverend Chancellor Meirog Foulkes. Beaumaris Town Band played during the service and the local primary school choir sang, as our picture (above I) shows.



He's no mug . . .

As his contribution to the Lowestoft lifeboat appeal, Howard Whyntie (left), secretary of the local Shoreline club, commissioned commemorative mugs in a limited edition. The mugs were made by Ernie Childs of Great Yarmouth Potteries and featured an early lifeboat on one side and an old salt looking at photographs of four of the nine lifeboats that have been stationed at Lowestoft. On the base is an impression of a Tyne class lifeboat, soon to be placed on station there, with a border of names of former lifeboats. The majority of the mugs were sold in just four days, with three held back to place for auction at the annual lifeboat ball. All three mugs sold for £60 each! In all, this very enterprising idea has raised the splendid total of over £1,200!

What's in a name?

Shoreline. We have all become so used to using the name that it is difficult to stand back to examine whether it really does its job of describing the RNLI's membership scheme. In a recent survey carried out by market researcher Rosie Barnes (who has, incidentally, since become the MP for Greenwich), questions about the RNLI were put to specially selected discussion groups drawn from members of the general public. To many of these outsiders the name Shoreline did not immediately conjure up an image of lifeboats and comments were made suggesting a more appropriate name might be found. What do you think? Do you agree, or do you like the name Shoreline? Perhaps you can think of a better name and, if so, let us know.

Bingo!

The craze for bingo games which is sweeping through so many of our newspapers has brought a windfall to the RNLI – thanks to the great generosity of one of our Shoreline members, Robert Booth. Mr Booth, a telephone engineer, was amazed to find that he had won £2,000 in the Evening Standards Money Game and, rather than keep it all for himself, decided to send £500 of his winnings to the RNLI.

Shoreline

nsignia available (to Shoreline members only)		To: The Director, RNLI, We	
Description	Price	Quay Road, Poole, Dorset BH: 1HZ.	
5" Dinghy Burgee	£4.00		
Sterling Silver Marcasite Brooch in gift box	£21.00	I wish to join Shoreline. Here is n	
Silkscreened Gilt Cuff Links in gift box	£5.60	subscription. Member £6 p.a. Family Membership £9 p.a.	
All Metal Car Badge	£4.80	Governor £20 or more p.a.	
12" Hoist Flag	£3.80		
8" Hoist Flag	£2.80		
Gilt and Enamel Stick Pin	£1.00	And/or: please send me the follow	
Gilt and Enamel Gents Lapel Badge	£1.15	ing insignia:	
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	Name:	
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	Address:	
Shoreline Member's Replacement Windscreen Sticker	£0.20		
*Delete as necessary	f		
I enclose cheque/P.O.* (Made payable to RNLI)			

STORM FORCE

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

For further details please contact Storm Force Headquarters, RNLI, West Quay Road, Poole, Dorset BH15 1HZ. Birthday treat: pictured right are two Poole schoolchildren, Katie Morgan 71/2 and Richard Winter 11, who visited the RNLI's headquarters during the half term holiday, not only to enroll in the Storm Force Club for under 16s, but also to celebrate the Institution's birthday on March 4 with a splendid, appropriately decorated birthday cake. In addition, several members sent in birthday cards, often personally drawn and painted with great care and talent. Since Storm Force was launched in 1985, over 6,000 children have joined, either as individual or group members. The letters, jokes and drawings received from them, as well as the many donations they send as a result of their own fund raising efforts, show only too clearly how keen the young people are to become involved with the lifeboat service.





Give As You Earn to the Lifeboats

Now, charity begins at work

There's a new way of giving to the RNLI, called Give As You Earn. You join at work and it makes the money you give worth more.

That's because the donation is taken out of your pay by your employer before the tax man gets at it. So every £1 you give only costs you 73p. The other 27p, which would have gone in tax, now goes to charity (assuming you pay basic rate tax).

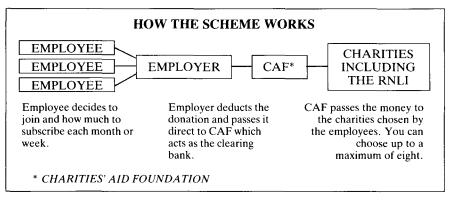
All you have to do is tell your employer how much you want to give (from as little as 25p per week) and the rest is taken care of for you.

The introduction of Give As You Earn is likely to be the most significant and important new fund raising move for many years. Not since the Lotteries Act of 1976 have we had such an interesting new concept, enabling us to raise funds. The Charities Aid Foundation (CAF), which is operating the scheme, expects this new way of giving to bring in over £100 million a year for charities, once it is in full swing.

Give As You Earn comes into effect on April 6, 1987 and will allow anybody employed or retired who is paying tax through PAYE to subscribe to charities of their choice – provided, of course, that their employer (or ex-employer, if retired) operates the scheme which is entirely voluntary by all parties concerned. The interesting aspect of Give As You Earn is that subscribers themselves receive benefit from the tax saving as follows:

Monthly Deduction	Annual Amount	Tax Saving at 27%	Actual Cost per year
£1	£12	£3.24	£8.76
2	24	6.48	17.52
4	48	12.96	35.04
10	120	32.40	87.60

If you pay tax at 40% or 60% the savings are even greater. It is the first time the individual subscriber has been able to donate 'net of tax'; this deduction is made from the gross monthly or weekly income before tax is applied, in exactly the same way as pension contributions are paid.



What you can do

- 1. Sign up at work if your employer is running the scheme.
- 2. If he is not, ask him to consider setting it up.
- 3. Clip the coupon and send off for an employers' pack giving full details about Give As You Earn and take it to your employer.
- **4.** Persuade your colleagues at work to give as they earn to the RNLI.
- 5. Use the car sticker enclosed with this issue. If you don't have a car, put it on your front window at home or give it to someone else.

To RNLI, West Quay Road, Poole, Dorset, BH15 1HZ				
Please send me a pack describing how my employer can join up with Give As You Earn.				
Name				
Address				

THE LIFEBOAT SERVICE—Past and Present

50 Years Ago

The following article appeared in the March, 1937 issue of THE LIFEBOAT:

Fifty-two Lives Rescued. A Bronze-Medal Service at Torbay.

Early in the morning of 23rd January the 4,000-ton steamer English Trader, of London, ran ashore on Checkstone Ledge, at the entrance to Dartmouth harbour, owing to the temporary failure of the steering-gear. She had a crew of thirty-two on board, and was bound from San Nicholas to the Continent with a cargo of grain. A south breeze was blowing and the sea was rough.

The coastguard informed the Torbay life-boat station, and at 5.25 in the morning the motor life-boat George Shee put out. She reached the steamer fifty minutes later and was asked by the captain to stand by while efforts were made to refloat her. Two Dutch tugs wirelessed that they were on their way, and H.M. Destroyer Witch and a Devonport Dockyard tug also came to the steamer's help. All efforts to refloat her at high water in the afternoon failed, and early in the evening the captain asked the life-boat to stand by all night, as the weather forecast was a southerly gale. Fresh supplies of petrol were sent to Kingswear. The life-boat put in there; refuelled; and returned to the steamer.

Standing By All Night.

She stood by all night. The wind increased to a gale from S.S.E., with a very heavy sea, and at six next morning the steamer sent up rockets of distress. Her captain thought that she could not last until daylight. The heavy swell had lifted her, swung round her stern, and was pounding her bows so heavily on the rocks that all on board had to hold on with both hands. Seas fifteen feet high were breaking over the steamer. They smashed the port side of the bridge and flooded two holds, one of them right up to the deck. Many of her crew had taken off their boots and were preparing to go overboard and attempt to swim to the shore. It would have meant certain death.

The life-boat closed at once, but the work of rescue was very hazardous. The coxswain manoeuvred her in the darkness round the steamer's stern, which had swung very close to the shore, at the risk of being crushed under it. He then brought her alongside on the lee side of the steamer, perilously near the shore, which is studded with rocks. To add to the danger of the darkness, the rocks and the seas breaking clean over the steamer, a strong ebb tide was racing out of the River Dart against the seas.

Alongside the Wreck.

It took the life-boat twenty minutes to get alongside. She was made fast fore and aft, close abaft the bridge, but her engines were kept running, ahead or astern, all the time, to prevent the seas from dashing her against the steamer. She was rising and falling from ten to fourteen feet, at one moment being level with the steamer's

rolling chocks, and the next lifted to the level of her rails. Once, as she rose on the crest of a sea, two of her crew only just saved themselves, by throwing themselves flat on the deck, from being crushed between the life-boat and one of the steamer's life-boats hanging low in the davits, ready for launching, which they had not seen in the darkness until the life-boat was being lifted up right under it.

A rope-stave ladder was lowered from the steamer, and by the uncertain light of an electric lamp above, the men on board her were helped or lifted one by one into the life-boat. There were fifty-two of them, for in addition to the crew of thirty-two, fifteen stevedores, three salvage officers, a pilot and a naval signalman had gone on board the steamer the day before to help in the efforts to get her off the rocks. In a quarter of an hour they had all been rescued.

Then came the coxswain's most difficult and dangerous task, to get the life-boat clear of the wreck and the rocks. There was no room to turn her. She had to come out astern. passing once more under the stern of the steamer, and through very confused seas, where the strong ebb was meeting the gale. The coxswain watched for his chance. Then he yelled to everyone to hang on tightly. The ropes were cut, and the life-boat went full speed astern, as the steamer's stern was lifting, and passed out under it into the full force of the gale, but clear of the dangers of the rocks and the wreck.

She made for Dartmouth, where she landed the rescued men, and then returned to her station, arriving at 12.15 in the afternoon. She had been out over thirty-one hours.

A month later the English Trader was refloated but only after part of her bow, which was held firmly on the rocks, had been cut away from the ship.

For this gallant and dangerous service the Institution has made the following awards:—

To Coxswain William H. H. Mogridge, a clasp to the bronze medal for gallantry, which he won on the 30th December, 1935, for the rescue of the skipper of the French trawler Satanicle;

To each of the seven members of the crew the thanks of the Institution inscribed on vellum:— WILLIAM PILLAR, Second Coxswain; FREDERICK C. SANDERS, BOWMAN: FREDERICK J. WELCH, MOTOR Mechanic; EDWIN LAMSWOOD, ASSISTANT MOTOR MECHANIC: FRED R. TUCKER; JOHN B. GLANVILLE; GEORGE MOGRIDGE

To Mr. H. M. SMARDON, the honorary secretary of the station, a letter of thanks;

To the coxswain and each member of the crew, a reward of £2 in addition to the ordinary scale reward of £4 5s., making an award of £6 5s. each. Total rewards, £48 1s. 6d.

Today's Lifeboatmen



Coxswain David Gallichan of Beaumaris in Anglesey joined the lifeboat crew in 1957 and became second coxswain in 1974 before being appointed coxswain in 1980. He was awarded a bronze medal in 1981 for saving the crew of a fishing vessel in a strong south easterly gale with driving snow and very rough seas. He is also a helmsman of the station's Atlantic 21 lifeboat, one of the five inflatable lifeboats funded by BBC TV's Blue Peter. David is married with two teenage children and is employed as a boatman at the Royal Anglesey Yacht Club looking after the boats and moorings.

Facts and Figures

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

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

Over 33 per cent of all services took place in darkness. Over 59 per cent of services were to pleasure craft.

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

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

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

Current costs of building lifeboats are as follows:

16ft D class inflatable £9,000
17ft 6in C class inflatable £11,250
21ft Atlantic rigid inflatable £35,000
47ft Tyne £537,000
52ft Arun £490,000



THE FUND RAISERS

Coffee mates

Pupils from Derwentwater Infants School, all aged between five and six years old, ran a parents' coffee morning last November, baking cakes and serving their guests themselves. Parents jumped at the chance to be served by such tiny waiters and waitresses. The morning brought in £18, which was presented to Anne Aiston, area organiser (north east) in the form of coins stuck on to a large cardboard cutout of a lifeboat.

Shelling out

Spurning the more usual sponsored events, licensee of The Crown pub, Little Walden, Chris Oliver, and three of his regulars decided to collect personal and corporate pledges for a sponsored oyster eat-in. Starting at noon the quartet settled down to a one course meal of 50 oysters each, washed down with liberal quantities of champagne. The event ended at 'last orders' and, with the help of the pub's normal trade and a souvenir stall set up by Saffron Walden branch, raised £1,600.27.

Quay of the Dory

In celebration of the 21st anniversary of the Dell Quay Dory boat, Dell Quay Marine raffled a boat, engine and trailer in aid of the RNLI. The raffle was won by Mr Amy of Jersey who was presented with his prize outside RNLI headquarters in Poole. Rear Admiral W. J. Graham, director, was presented with a cheque for £3,000 by Arthur Moseley, chairman of Dell Quay Marine.

Inland cash

Villagers from Hooe in East Sussex decided to revive the Hooe Michaelmas Fair, an annual event which was last held in 1922. Regular planning meetings were held throughout 1986 and the hours of hard work were well repaid on a beautiful sunny September afternoon. The village population swelled from 450 to over 3,000 with everyone enjoying the fun of the fair. The proceeds were divided between Hastings and Eastbourne stations, the coxswains of both lifeboats being presented with a cheque for £700.

Raffles, a barbecue, and sponsored dart contests helped The Windmill pub at Lye in the West Midlands raise £550 for Little and Broad Haven lifeboat station. Regular customers gave their wholehearted support to the events and were delighted to hear that the money would be put towards the cost of building an extension to the boathouse.

Charity ball

A charity ball, organised by Mr and Mrs K. L. Hodson at the Chesterfield Hotel, Chesterfield, was so successful it is intended to make it an annual event. The ball, held in December, was attended by the town's mayor, Councillor W. Smith JP, and his mayoress. The evening made £1,200 for the RNLI.

Life cycles

Three pupils from Portsmouth Grammar School cycled over 350 miles to raise money for Portsmouth and Southsea ladies' guild. The three boys, Nicholas Green, David Gaymer-Derham and Tim Bates pedalled from Kenilworth near Birmingham, to Portsmouth. The ride took one week to complete, with one rest day near Coventry, and with an average of £1.75 being raised for each mile £615 was their grand total.

Brian Eaton from Winchcombe near Cheltenham decided to forsake the comforts of his armchair for two weeks in the saddle in an attempt to cycle from Lands End to John O'Groats. Despite a minor accident and a few adventures along the way Mr Eaton completed the ride in just 13 days. Family, friends and colleagues sponsored him to the tune of £235 which Mr Eaton sent to Cheltenham branch.

Close shave

A sponsored shave and fancy dress collections organised last summer by Roger Sargent, his sister and friends at the Fountain pub, West Malling, raised £500 which was handed over to West Malling and District branch. The branch itself made over £4,500 in 12 months from a fashion show, open days, coffee mornings and their street and house to house collections. In the nine years since the committee was appointed the Institution has received over £12,500, collected from six villages and one small town.

Open house

An open day organised by sisters Agnes and Stephanie Hilhouse at their



Sittingbourne's celebrated whistling postman, Dale Howting, completed his eighth annual charity cycle ride for Sittingbourne branch in just two days in May last year. Dale cycled nearly 200 miles visiting en route all eight Kent lifeboat stations and met many of the crews. The sponsored ride raised £3,902, of which over £1,000 came from the sale of special commemorative covers produced by committee member Andy Gibson. Over the eight years Dale has produced over £50,000 for Sittingbourne branch.



David Herbert from Portishead, near Bristol, is a hardy fellow as this picture shows. During a recent skiing holiday in Austria he was sponsored by friends and members of Portishead Yacht and Sailing Club to ski a slalom race wearing little more than a Victorian swimming costume. With the temperature at almost -15°C David richly deserved the £95 he raised after finishing the course in 33 seconds. Especially as he reportedly contracted not only a cough after the event but also chicken pox!

home with the help of members of West Drayton and Uxbridge branch, was attended by 123 visitors. A bring and buy stall was set up in the drawing room, bric a brac in the sitting room, second hand books in the spare bedroom and the breakfast room was used to serve morning coffee, ploughman's lunches and afternoon tea. Trying to escape into the garden was no use—a tent housed souvenirs, fruit and plants for sale and a fiendish competition of dropping coins into a tank of water in the hope of hitting the target and winning a prize.

TG tips

The ladies of Rainham Afternoon Townswomen's Guild, all aged between 60 and 85, supported the RNLI during the last two years raising money mainly through coffee mornings and bazaars. In 1985 they raised £150 and in 1986 increased that total by £100.

Coasting along

David and Paul James, who are both members of Bridgnorth branch, walked the 270 miles of the Cornish coastal path to raise money for the Shropshire lifeboat appeal. Their walk started at Marsland Mouth on the north coast, ending at Plymouth on Navy Day. Advance planning ensured that they always had a bed for the night, kindly arranged by all station honorary secretaries along the way, and David and Paul were also shown round the stations themselves and the lifeboats too. On the final day it was arranged that they should ride on Plymouth lifeboat into the dockyard where a rescue demonstration was to take place. Coxswain John Dare allowed them to stay on board during the demonstration which brought their walk to an exciting close. The boys were well rewarded by their efforts with a total of £1,550 raised.

Concerted effort

A bitter December rain storm failed to stop a large number of people converging on Ayton Church, Berwickshire for an RNLI carol concert organised by Duns branch which raised £1,200. The varied programme was conducted by Neil Butterworth, head of music at Napier College whose college brass ensemble accompanied the carols and played two specially written fanfares. The children of Ayton charmed the congregation with their lively and enthusiastic performance, directed by Moyra Inglis. Berwick Arts Society Choir, under the leadership of Stewart McCormick and the Eyemouth Fishermen's Choir, led by their conductor Arthur Dougall sang a variety of songs and the organist for the congregational carol singing was Julian Bonia, who also played pieces by Vaughan Williams and Bach. The actor Robert Hardy held rapt attention with his readings of T. S. Elliot's Journey of the Maji, the story of The Little Tumbler and William Douglas-Home's poem, The Lifeboatmen.



Early publicity: this photograph of three committee members provided some excellent advance publicity for Banbury's 1986 flag week. Alan Pennington, Banbury branch publicity secretary, seen here sandwiched between chairman David Gittins and committee member Hazel Bolton later wrote "We think acting the fool certainly achieved something. As well as a respectable total for one of our most 'inland' towns (£1,143), we were telephoned by two elderly ladies who noticed the photograph. They subsequently gave us a single donation of £20. Now we have the problem of dreaming up something equally daft for next year."



Coxswain Desmond Cox of Appledore gives an unconvincing display of culinary know-how in the bow of the station's Atlantic 21. It was all part of the ladies' guild's successful attempt to draw attention to their new cookery book launched in early December which has already made £305 clear profit. It is only one of many ways the guild has shown its fund raising prowess in recent months with an art exhibition, antiques valuation day and coffee morning helping to account for some £2,560.

photograph by courtesy of Baths Photographic

Great success

Lewisham branch is so successful at raising money through souvenir sales (over 60% of their total income is made in this way) that they now own two souvenir stalls, one for inside events, one for outdoors. To protect the stall and stock at some outdoor events it has been necessary for branch helpers to camp out overnight, not so bad on a nice summer weekend, but during the Clipper weekend in Greenwich last August Hurricane Charlie passed over the site!

The branch raised £23,027 in 1986,

£5,000 more than the previous year and a branch record. The committee even made arrangements for HMS *Belfast*, now a floating maritime museum on the Thames, to fly the RNLI ensign during lifeboat week in March, with the result that over one million commuters were able to see the RNLI flag flying from the main mast.

Thrifty supporters

Men from RAF Kinloss and its Nimrod squadrons have always supported the RNLI in many ways, including the annual raft race at Findhorn which attracts great interest each year. Not to be outdone the RAF wives who run the base thrift shop were pleased to include the RNLI in their list of charity donations for 1986. At a special coffee morning held in the station commander's home, Mrs Rosemary Leadbetter handed a cheque for £100 to local RNLI representative, Dr James Taylor.

Everything catered for

A six month fund raising effort by staff of Kelvin Catering, including a group raising funds in the Falklands, concluded with a cheque for £10,000 handed over to Aberdeen branch. The money was made through a variety of activities including sponsored walks and slim-ins, with prizes awarded for best individual and group efforts. The best group was led by Kathleen Laing, manageress in Aberdeen of Marathon Oil's catering department, while the individual winner was Shona Osborne works at Exxon Oilfins, who Mossmorran.

Soft and strong . . .

Selected Co-operative stores in Norfolk, Suffolk and Essex participated in a special promotion with Kimberly-Clark, makers of Kleenex Velvet Toilet Tissue whereby 1 pence was donated to the RNLI for every double roll sold. Such was the success of the appeal, a Co-Op Retail Aid promotion supported by High-Impact Technology, that a donation of over £2,500 was made to the Lowestoft lifeboat appeal.

Museum success

In the centenary year of the Mexico disaster, the Lytham Lifeboat Museum received many visitors. A collecting box placed in the museum for the first time during the year made just short of

£1,000 and local branch officials and the council have unanimously agreed that the collecting box should stay there. The museum, on the A584, adjacent to the Lytham Windmill, will be open from Saturday May 23 to Sunday September 27, from 10 am to 4 pm every day except Monday and Friday, unless there is a bank holiday. Admission is free, for those who ignore the lifeboat collecting box, that is!

Thanks

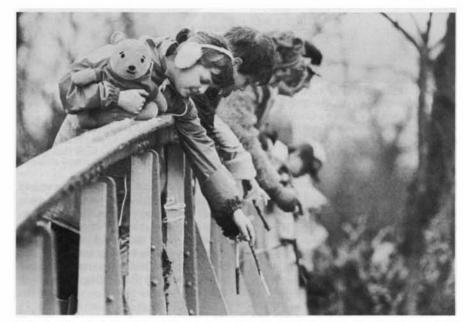
Chatham branch was reformed in 1984 and, in spite of difficulties encountered due to a lack of committee members, it has been able to send cheques amounting to £8,650 to the south east regional office. Thanks are due to Leslie Ellis who gave a cheque for £570 to the branch in October last year made up from raffles and collections aboard MV Regina Rheni, cruising on the Rhine for Saga Holidays, and also to all the supporters and helpers who have given their time so freely during flag week.

Super-Marathon

For the fourth year Weston financial branch organised a full and half marathon road race through Weston-super-Mare. In those four years over £6,300 has been raised through sponsorship, the 1986 event making £2,000. A walking section has now been added and from this event a sponsored walk in April over the same course raised a further £600. The 1987 marathon will be held in September and entry details can be obtained from Dave Wallace, 31 Old Banwell Road, Locking, Avon.

Reliable sources

Fashions from Marks and Spencers helped **Plymouth and District North West Plymouth branch** to raise £4,000.

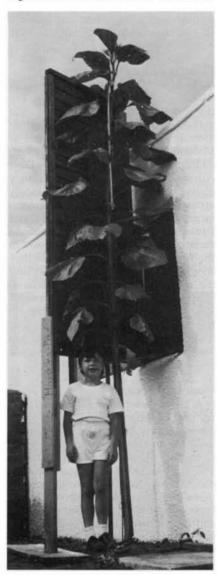


Clutching her Pooh bear Laura Glover prepares to take part in the annual Pooh sticks race held on the bridge at Little Wittenham in Oxfordshire in January. In spite of rain and wind, 240 adults and children took part in the race, held over a course of 10 yards. This year's competition made £220 for the RNLI, something Christopher Robin, Pooh, Piglet and the others would surely be delighted about.

The clothes formed a fashion spectacular held at the Theatre Royal in October last year.

The annual coffee morning run by the **Dollar and Muckhart branch**, Clackmannanshire, in November was very successful and raised £565. Another coffee morning followed two weeks later in Muckhart which included a cake and candy stall, a raffle, guess the doll's birthday competition and souvenir sales. A free draw was run for all the old age pensioners in Muckhart with the winner receiving a Christmas cake. This second coffee morning raised £450.

In 1986 Elstead Good Companions Club chose the RNLI as their charity of the year and after making and selling various items, and holding coffee mornings, the marvellous sum of £1,100 was



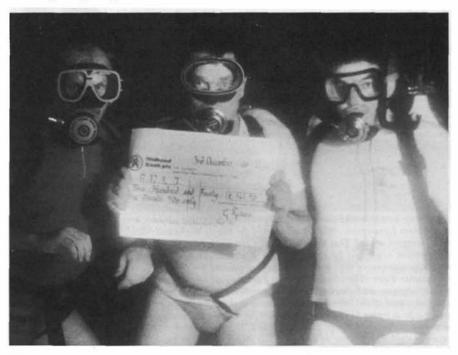
Height of success: all five Troon primary schools took part in the local guild's sunflower growing competition last year. The children asked family and friends to sponsor their flowers and a prize of a trip on Troon lifeboat and an RNL1 tee shirt ensured that the plants were not neglected. The outstanding winner of the competition was Lee Anne Lorimer (above) from Barassie Primary School and a member of the school's Storm Force Tyne group. Her sunflower grew to a height of 3m 32.5 cms, over a metre taller than any other plant. The competition raised over £650, put towards the cost of improvements to station facilities.

presented to Godalming branch.

Anstruther ladies guild celebrated its 25th anniversary in 1986 with a variety of special events. Well known band leader Jim MacLeod gave a concert; a prize draw was held; coffee mornings were organised and to wind up the year a silver jubilee dinner was attended by over 80 guild members. The guild donated £500 to the fund set aside for a new lifeboat at Anstruther. Miss H. M. Watson has been president of the branch for the whole of the 25 years and at the guild's AGM in November last year she was presented with a specially embroidered sampler to mark her outstanding service.

Hitchin branch raised a magnificent £8,250 in 1986 bringing the total amount raised by the branch since its formation four years ago to £24,008. A further £812.05 had been credited to the branch during the year as a result of 112 new Shoreline members recruited in the area. Branch trophies were won by The Rose and Crown pub who were presented with the Russell trophy for the second year running for the largest amount raised in collecting boxes, and the charity shield was awarded to the Ship Inn, presented for exceptional efforts during the year. Regulars at the Ship Inn raised £2,938.58 by making two sponsored parachute jumps.

Taking the plunge . . .



Underwater presentation: Mr Colin Senior of Wakefield branch plunged to new depths to receive a cheque for £341.50 from the Wakefield Sub Aqua Club. The money was raised by a mile-long sponsored swim and was presented by Mr Terry Kitching, Club Chairman (r) and Mr Don Hodgson, Club Secretary (l). Colin had no previous experience of aqualung usage and received only 20 minutes training by the Club before taking the plunge.

photograph by courtesy of Baldwyn Photographers



During his year in office the Mayor of Kirkham, Councillor Keith Beckett, offered his services to raise money for charity. Not to be left out Freckleton RNL1 branch roped Mr Beckett into visiting nine pubs in Kirkham last October, collecting for the RNL1 appropriately dressed in oilskins and souwesters. One of the pubs visited on the tour was the Railway Hotel and Mr Beckett was accompanied by (1 to r) Mrs Maureen Woolsey, souvenir secretary, and Mrs Irene Newsham, chairman. A total of £98 was collected on the tour. Later in the year Councillor Beckett dressed up as Father Christmas when the branch toured local pubs carol singing; £125 was raised on that occasion.

photograph by courtesy of Blackpool Evening Gazette



Showing the flag: after swimming 100 lengths of his local swimming bath in 1hr 37mins Ken Wielding of the Urmston branch raised £921.60 in sponsorship. Ken approached local firms and friends for support of this effort which is only the latest example of his fund raising endeavours for the branch.



Whilst filming the TV programme Highway in Anstruther Sir Harry Secombe interviewed Coxswain Peter Murray. He was also invited to break open a gallon bottle of whisky at the Craws Nest Hotel releasing £255.88 to be put towards Anstruther Lifeboat Appeal. Helping Sir Harry to count the money are (1 to r) Coxswain Peter Murray, Tom Small, ex crew member, Bill Muir, honorary secretary, Donald Bruce, Sales Executive of Bell & Co and Bill Ward, producer of STV's Highway.



How long would it take two canoeists, paddling inflatable canoes, to travel from Lymington, right the way round the Isle of Wight and back to Lymington again? That was the question put to everyone entering a competition organised by Rob Forrester-Addie in August last year. Rob was also one of the canoeists, seen here passing the Needles with his brother Peter. The canoe trip started on August 14 at Lymington public slipway and finished there three days later after an anti-clockwise tour of the Isle of Wight. Entrants to the competition paid 10 pence a go at trying to guess the time taken for the 60 mile journey. The winner's guess of 24 hours 50 minutes and 52 seconds was only two seconds out! There were of course really two winners as the RNL1 benefited to the tune of £715.



Money raised on the bottle: Trevor Ramsden (r) honorary secretary, is presented with a cheque for £120 by Ian Bolton, landlord of the Borough Arms, Dunmere, Bodmin who, along with his customers, is a longstanding supporter. The money was the proceeds of a raffle of ships-in-bottles made by Roy Carswell (c). Mr Carswell donated one model while Mr Bolton provided a further two for the raffle from his collection.

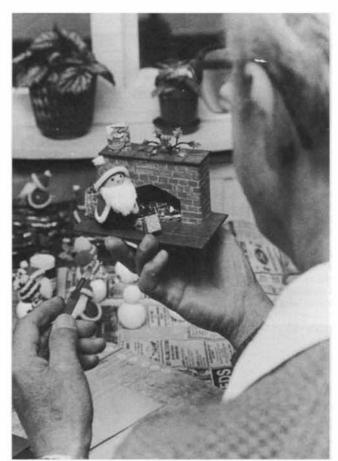
photograph by courtesy of C & S Clemens



Princely donation: the Fred Olsen Lines shipping company has generously presented the RNLI with a further £2,000 to complete the purchase of a third lifeboat in its name. Already paid for by the company are a D class inflatable and an Atlantic 21 lifeboat. This presentation, by company public relations officer Mr Graham Wrightson (1) will enable a C class inflatable to be stationed at Lamlash, Isle of Arran and to be named Prince of Arran. Mr Anthony Oliver, the RNLI's head of fund-raising is pictured (r) collecting the cheque from Mr Wrightson.



Mr and Mrs Barrie (2nd l and r) were delighted to receive a Famous Grouse decanter from Mr Sherriff (l), director of Matthew Gloag and Son Ltd, distillers of the whisky. Guests at Mr and Mrs Barrie's Old Mill Hotel, Motherwell, completed eight Famous Grouse draw charts which raised the UK record, and were given the decanter to mark their achievement. Also at the presentation was Mr Winter a representative of the distilling company.



Festive figures: Christmas may be a mere memory by now, but for Mr Sid Cook and his wife Peggy, of Lowestoft, production of this year's selection of seasonal novelties, to sell for charity, is already in full swing. In 1986 the Cooks raised more than £650, to be shared between the RNLI and helping to buy guide dogs for the blind. A former glass beveller, Mr Cook retired in 1981, aged 60, from the off-licence trade. He and his wife start work each January on creating little chaps like the one pictured here and find that they sell like hot cakes once the Christmas season arrives. photograph courtesy of The Lowestoft Journal

Lifeboat Services August, September and October, 1986

Aberdovey, Gwynedd

Atlantic 21: August 3, 24, 25 and September 3

Abersoch, Gwynedd Atlantic 21: August 7, 12, 16, 17 (twice), 19 and September 13

Aberystwyth, Dyfed

C class inflatable: August 24 and September 15

Aith, Shetland 52ft Arun: August 17 Aldeburgh, Suffolk

37ft 6in Rother: August 12 and September 9 D class inflatable: August 12

Amble, Northumberland

Relief 44ft Waveney: August 15, 31 and October 5 D class inflatable: August 10, September 11 and

October 21 Angle, Dyfed

46ft 9in Watson: August 12 and 23

Anstruther, Fife

37ft Oakley: September 7

Appledore, North Devon

47ft Watson: August 11, 20 and September 6 Atlantic 21: August 1, 5, 11 (three times), 13, 14 (three times), 24 (twice), 26 (three times), September 6, 13, 23, October 5, 10, 20 and 24 Arklow, Co Wicklow

44ft Waveney: August 1

Arran (Lamlash), Buteshire

D class inflatable: August 2, 5, 24, September 11 and 28

Arranmore, Co Donegal 47ft Tyne: August 2, 7, 12, 22 and October 16 Atlantic College (St Donat's Castle), South

Glamorgan

Atlantic 21: October 17

Ballycotton, Co Cork

52ft Arun: August 3, 27, September 20 and October

Baltimore, Co Cork

48ft 6in Oakley: August 4, 9, 10, September 20 and October 1

Bangor, Co Down

D class inflatable: August 13 (twice) and 14

Barmouth, Gwynedd

37ft 6in Rother: August 25 (three times) and October 4

D class inflatable: August 13

Barra Island, Inverness-shire

48ft 6in Solent: October 30

48ft oin Solent: October 30
Barrow, Cumbria
D class inflatable: August 6, 10, 15, 22, 26 (twice),
28. September 19 and 21
Beaumaris, Gwynedd
46ft 9in Watson: August 25
Atlantic 21: August 3, 18, 24, September 7 and

October 18 (twice)

Bembridge, Isle of Wight

48ft 6in Solent: August 13 D class inflatable: August 24, September 19 and

October 12

Berwick-upon-Tweed, Northumberland Atlantic 21: August 23, September 6 and October 2

Blackpool, Lancashire

D class inflatable: August 19, September 7 (twice). 28 (twice) and October 8 (twice)

Blyth, Northumberland

44ft Waveney: August 13 D class inflatable: August 17, September 25 and October 12

Borth, Dyfed

D class inflatable: August 17, 27 and September 11

Relief 37ft 6in Rother: August 16 (twice),
September 3 (three times) and October 24
D class inflatable: August 10 (twice), 16 (twice), September 7, 9, 21, October 4 and 19 (twice)

Brighton, East Sussex

Atlantic 21: August 3, 9, 16, 25, 26, 27, 31,

September 1, 6, 9, October 4, 9, 12, 25 and 26 **Broughty Ferry (Dundee), Angus** D class inflatable: August 26, October 4 and 31

Buckie, Banffshire

52ft Arun: August 30, September 17 and October 5

Bude, Cornwall

D class inflatable: August 11 and 13

Burnham-on-Crouch, Essex

D class inflatable: October 5 and 20

Burry Port, Dyfed

D class inflatable: October 17

Calshot, Hampshire

33ft Brede: October 15 (twice) Campbeltown, Argyllshire Relief 52ft Arun: September 30 and October 4

Cardigan, Dyfed

D class inflatable: August 10, 13 (twice), 19,

September 4 and 21

Clacton-on-Sea, Essex
Atlantic 21: August 1, 3, 10, 16, 22, 24, 29,
September 13, October 2 and 9
D class inflatable: October 2

Clogher Head, Co Lough 37ft Oakley: August 2 and 13

Clovelly, North Devon

Relief 70ft Clyde: August 1, 6 and 29 70ft Clyde: October 29

70ft Clyde's inflatable: September 9 and 18

Conwy, Gwynedd

D class inflatable: August 13, 18, 29, October 3 and

Courtmacsherry Harbour, Co Cork

47ft Watson: August 3 and 10 Relief 47ft Watson: September 18 Craster, Northumberland

D class inflatable: August 12 Criccieth, Gwynedd

C class inflatable: August 11, 25, September 12, 18

and October 6 Cromer, Norfolk

47ft Tyne: August 29 and September 26 D class inflatable: August 4, 17, 18, 29 (twice) and October 4

Cullercoats, Tyne and Wear

C class inflatable: August 9 and October 12 (twice)

Donaghadee, Co Down

52ft Arun: August 12, 14, 21, 24, September 1, 21, October 3, 5, 7 and 20

Douglas, Isle of Man

46ft 9in Watson: September 6 and 7

Dover, Kent

50ft Thames: August 14 (twice), 16 (twice), 21, 22, 24, September 13, 21, 28, October 3 and 7

Dungeness, Kent 37ft 6in Rother: September 29 and October 9 Dun Laoghaire, Co Dublin

A4ft Waveney: August 5, 16, October 26 and 28 D class inflatable: August 16, 22, October 19 and 26 Dunmore East, Co Waterford

44ft Waveney: October 20 Eastbourne, East Sussex 37ft 6in Rother: August 9, September 1 (twice), 6 and 10

D class inflatable: August 7, 10, 29, September 1 (twice), 6, 28, October 7 and 19 (three times)

Exmouth, South Devon

33ft Brede: August 11, 20, 25 (three times) and October 4

D class inflatable: August 16, 18, 20, 25, September 19, October 4 and 19

Falmouth, Cornwall

52ft Arun: August 1, 19, 25, 27, September 13 and October 15

School 13

Silver, North Yorkshire

37ft Oakley: August 4. September 3 and October 30

D class inflatable: August 8, 16 (twice), 20,

September 8, October 19 and 22 (twice)

Fishguard, Dyfed

52ft Arun: August 2 and 27

Fleetwood, Lancashire 44ft Waveney: August 23, September 7 and 21

(twice)

D class inflatable: August 31 and September 1 (twice)

Flint, Clwyd

D class inflatable: August 26, September 7, 15 and October 19

Fowey, Cornwall 33ft Brede: August 5 (three times), 16, 18, 30, 31 and September 5

Relief 33ft Brede: October 2, 5 and 23

Fraserburgh, Aberdeenshire

47ft Tyne: September 13 and October 18

Galway Bay, Co Galway 48ft 6in Solent: August 2 (twice), 6, 7, 10, 26, September 12 and October 7

Girvan, Ayrshire

Relief 33ft Brede: September 15, 29, October 2 and

Great Yarmouth and Gorleston, Norfolk

44ft Waveney: August 2, 4, 11, September 8, 12 and 15

Atlantic 21: August 4, 16, 22, September 20,

October 4 and 27

Happisburgh, Norfolk

D class inflatable: August 15 (twice) Hartlepool, Cleveland

44ft Waveney: September 28 and October 18 Atlantic 21: August 2 (twice), September 2, 28 and

Harwich, Essex

44ft Waveney: August 12, 30, September 3, 9, 26, October 12, 13, 18 and 28
Atlantic 21: August 2 (twice), 3 (three times), 12, 13, 16, 25, 28, September 26, 27, October 12 and 27
Hastings, East Sussex

37ft Oakley: August 16

D class inflatable: August 6, 10, 15, 24 and October

Hayling Island, Hampshire Atlantic 21: August 1, 2, 5 (three times), 7, 10, 25 (three times), 28, October 5 (three times), 11 and

Helensburgh, Dunbartonshire

Atlantic 21: August 19, September 16, October 5, 8, 14 and 25 (five times)

Holyhead, Gwynedd

47fi Tyne: August 8, 11, 22 and October 18 Relief 46ft 9in Watson: September 3 D class inflatable: August 2, 3, 10, 16 and October

Horton and Port Eynon, West Glamorgan

D class inflatable: August 2, 14, 16, 28, 31, September 3, 7, 14, 21 and 25 Howth, Co Dublin

47ft Watson: August 13

52ft Arun: August 26 (twice), 31 and September 13 D class inflatable: August 4, September 6 (twice),

13, 20 and 21 Hoylake, Merseyside

37ft 6in Rother: August 21, 24 and October 31 **Humber, Humberside**

54ft Arun: August 2, September 3 (twice), 7, 21, 25, October 3, 4, 11 (twice), 26 and 30

Hunstanton, Norfolk

Atlantic 21: August 5, 17, 20, 24, 25 and October 5 Ilfracombe, North Devon

37ft Oakley: August 23 (twice), 29, September 7, 23, 24 and October 2

Invergordon, Ross-shire 33ft Brede: August 2, 5 and September 9 Islay, Argyllshire

50ft Thames: August 2, September 5, October 15

and 19

Kinghorn, Fife C class inflatable: August 25 and 31 Kippford, Kirkcudbrightshire

D class inflatable: September 7 (twice) Kirkcudbright, Kirkcudbrightshire

37ft Oakley: August 15 Kirkwall, Orkney 70ft Clyde: October 10 Kilkeel, Co Down

D class inflatable: October 14

Largs, Ayrshire

Atlantic 21: August 1 (twice), 8, 16, 17, 23, September 14, 18, 27 and October 12

Lerwick, Shetland

52ft Arun: August 19 Little and Broad Haven, Dyfed

D class inflatable: August 4 (twice), 14 and 16

Littlehampton, West Sussex Atlantic 21: August 7 (twice), 15 (twice), 22, 25, September 7 (twice), 25, 28 (three times), October

5, 7, 10 and 19

Littlestone-on-Sea, Kent Atlantic 21: August 3 (twice), 10, 15, 21 and 22 The Lizard-Cadgwith, Cornwall

48ft 6in Oakley: August 6 and 25

Llandudno (Orme's Head), Gwynedd

37ft Oakley: August 14 D class inflatable: August 9, 14, 19 and September

Lochinver, Sutherland

48ft 6in Solent: August 7 and September 8 Longhope, Orkney

48ft 6in Solent: September 4 Lowestoft, Suffolk Relief 46ft 9in Watson: August 2, 5, 8, 12 and September 27

52 ft Barnett: October 22 and 27

Lyme Regis, Dorset

Atlantic 21: August 22, 24, September 13, 28, October 11 and 18

Lymington, Hampshire

Atlantic 21: August 10, 14, 26, September 7, 13, 21, 29 and October 4

Lytham St Annes, Lancashire

47ft Watson: August 10 and 24 D class inflatable: August 28, September 7, 17, 19

Mablethorpe, Lincolnshire

D class inflatable: August 7, 15 and October 12

Macduff, Banffshire Atlantic 21: August 11

Mallaig, Inverness-shire
Relief 52ft Arun: August 4, 8, 21, September 1, 11 and October 1

Margate, Kent
Relief 37ft Oakley: August 3
37ft 6in Rother: September 13, 21, 28 and October

D class inflatable: August 3 (twice), 5, 11 (twice), 19, September 8, 12 (twice), and 28 (twice)

Minehead, Somerset

D class inflatable: August 10
Atlantic 21: August 22 (twice), 26 (twice) and
September 7 (twice)
Moelfre, Gwynedd

37ft 6in Rother: August 8 and 9 D class inflatable: August 14 (twice), 16, 19, 28,

September 5 and 19 Montrose, Angus

48ft 6in Solent: August 17

Morecambe, Lancashire

D class inflatable: August 23 (twice), September 7 and October 17

Mudeford, Dorset

C class inflatable: August 2 (twice), 8, 13, 16, 22, 26, 28, September 6 (twice), 10, 13, 21, October 19

(three times) and 30 **The Mumbles, West Glamorgan**47ft Tyne: August 6, 13, September 27 and October

D class inflatable: August 2 (twice), 15, 26, 29,

October 29 and 30

Newbiggin, Northumberland

Atlantic 21: August 19 and September 21 New Brighton, Merseyside Atlantic 21: August 18, 24, 25, September 14 and October 7

Newhaven, East Sussex 52ft Arun: August 1, 5, 9, 23, 26 (twice), September 1 (three times), 21, 23, October 1, 13 and 29

Newquay, Cornwall C class inflatable: August 2, 3 (twice), 4, 5, 6, 8 and September 24

New Quay, Dyfed

37ft Oakley: August 1 and September 6 D class inflatable: August 1, 3, 10 (twice), 19,

September 1 and 14 North Berwick, East Lothian D class inflatable: October 13

Oban, Argyllshire

33ft Brede: August 1, 3, 13, 27, 28, 31, September 14, 21, 29, October 23 and 25

Peel, Isle of Man

Atlantic 21: August 15 (twice) and October 10 Penarth, South Glamorgan D class inflatable: September 7

Penlee, Cornwall

52ft Arun: August 25 and 29

Peterhead, Aberdeenshire

48ft 6in Solent: September 9 and 15

Plymouth, South Devon

44ft Waveney: August 7, 16, October 4 and 29 Poole, Dorset

33ft Brede: August 7, 17, 24, 25 (twice), 26. September 1 (twice), 2 October 12, 19 (twice) and

Boston Whaler: August 25 (twice), 26, September 7, October 5, 12, 19, 27 and 31

Portaferry, Co Down Atlantic 21: August 4 and 6 Porthcawl, Mid Glamorgan

D class inflatable: August 7, 8 (twice), 13, 24 (twice), September 28 and October 5

Porthdinllaen, Gwynedd

47ft Watson: August 12, 21, September 13, 19 and October 6

Port Isaac, Cornwall

D class inflatable: August 23, 25 (twice) and October 6

Portpatrick, Wigtownshire

48ft 6in Solent: August 13 and September 7 52ft Arun: September 27

Portrush, Co Antrim

Relief 52ft Arun: August 7, 11, 15, October 18 and

Portsmouth (Langstone Harbour), Hampshire

Atlantic 21: August 4, 10, 31 (three times),

September 7, 13 October 5, 8 (twice) and 19 D class inflatable: August 18, September 7,

October 5 and 19 (twice) Port St. Mary, Isle of Man

54ft Arun: August 31, September 6, 7 and 18 Pwllheli, Gwynedd

37ft Oakley: August 2 and 17 D class inflatable: August 26

Ramsey, Isle of Man 37ft Oakley: August 18 (twice), September 6, 7 and

Ramsgate, Kent

44ft Waveney: September 4 (twice), 6, 18, October 4, 5, 15 and 27

Atlantic 21: August 1, 3 (twice), 4, 9, 10 (twice), 17. 20, 24 (twice), September 5 (twice), 9, 28. October 4 (twice) and 7

Red Bay, Co Antrim

D class inflatable: August 11 C class inflatable: August 18

Redcar, Cleveland
Atlantic 21: August 17, 21 and 25

D class inflatable: August 17, 21, 25 and September

Rhyl, Clwyd

Roslare Harbour, Co Wexford
Relief 52ft Arun: August 2, 6, September 20 and 28
Rye Harbour, East Sussex

C class inflatable: October 26

St Abbs, Berwickshire

Atlantic 21: October 3
St Agnes, Cornwall

D class inflatable: August 7, 9 (twice), September 28, October 4 and 26

St Bees, Cumbria

C class inflatable: August 15 and September 12

St Catherine, Channel Islands

C class inflatable: August 20 and September 6

St David's, Dyfed

48ft 6in Oakley: August 9 St Helier, Channel Islands 44ft Waveney: August 3 and 12

Relief 44ft Waveney: August 20, 30, October 1 and

St Ives, Cornwall

37ft Oakley: September 15

27) Outsiey, September 15 D class inflatable: August 7 (three times), 15, 19, 27, 29 (twice), 30, September 1 (twice) and 26 C class inflatable: October 2

St Mary's, Isles of Scilly
Relief 52ft Arun: August 25 (twice)

St Peter Port, Channel Islands

Select For, Chainfel Hands
Self Arun: August 1, 25, 27, September 25 and
October 19 (twice)
Salcombe, South Devon
Relief 47ft Watson: August 14 and September 25

Scarborough, North Yorkshire

Relief 37ft Oakley: August 17, September 3, 28 and October 30

D class inflatable: August 23, 24, 26 (twice) and September 28 (twice)

Selsey, West Sussex
Relief 47ft Tyne: August 3 (twice), 23, 26, 29 (twice) and September 16

47ft Tyne: October 5, 7 and 13 D class inflatable: August 10, 25 and September 20

Sennen Cove, Cornwall

37ft 6in Rother: August 7 and September 13

Sheerness, Kent

44ft Waveney: August 3, 4, 24, 25, September 3, October 5, 17, 20 and 25

D class inflatable: August 2 (twice), 3, 24, 25, September 3, 29, October 4, 5, 19 (three times) and

Sheringham, Norfolk 37ft Oakley: October 28 D class inflatable: August 8 and 16

Shoreham Harbour, West Sussex
47ft Watson: August 7, 27, 30, 31, September 1 and

D class inflatable: August 2, 7, 10 (twice), 27 (three times), September 5 and 21

Skegness, Lincolnshire

Relief 37ft Oakley: October 28 D class inflatable: August 2, 4, 5, 29, September 4, October 4 and 27

Skerries, Co Dublin

D class inflatable: August 2, 17 and September 28 Southend-on-Sea, Essex D class inflatable: August 1, 2, September 10, October 5, 19 (twice), and 20 Atlantic 21: August 2, 8, September 20, October 5, 10, 20 (First time), and 38

19, 20 (five times) and 28 Southwold, Suffolk

Atlantic 21: August 7, 10 (twice), 20, September 6

Staithes and Runswick, North Yorkshire

Atlantic 21: August 9, 21 (twice), September 30 and October 15

Stornoway (Lewis), Ross-shire

52ft Arun: September 24, 27, October 24 and 30 Stranraer, Wigtownshire

D class inflatable: August 1, 14 (twice), 21, September 21 (twice) and October 8

Stromness, Orkney

52ft Arun: October 8 and 13

Sunderland, Tyne and Wear Relief 46ft 9in Watson: August 9, 16, September 16 and October 18

D class inflatable: August 9, 18, 19, 31, September 7 (twice), 20 (twice) and October 5

7 (twice), 20 (twice) and October 3
Swanage, Dorset
37ft 6in Rother: August 10 (twice), 21 September 1,
2, 3 and October 9
Teesmouth, Cleveland
47ft Tyne: August 21

Tenby, Dyfed

46ft 9in Watson: August 2 (twice), 9, 10, 20, and 25 (twice)

Aff Tyne: October 9, 16 and 19
D class inflatable: August 1 (twice), 2 (four times), 3, 7 (twice), 9, 10 (three times), 14 (twice), 17, 18, 19, 20, 21, 25 (twice), 26, 30, 31, September 9, 14 and October 18 (three times)

Thurso, Caithness

48ft 6in Solent: August 31

Tighnabruaich, Argyllshire

D class inflatable: September 12, 16, 20 and October 24

Torbay, South Devon 54ft Arun: August 4, 10 (twice), 16, 25 (twice), 30, September 9, 18 and October 25 (twice

18ft 6in McLachlan: September 20 and 30

Trearddur Bay, Gwynedd

D class inflatable: August 13 and 27

Troon, Ayrshire 44ft Waveney: August 13, 15, 24, 26, September 21, October 18 and 24 Tynemouth, Tyne and Wear

Relief 52ft Arun: September 21 and October 4 (twice)

Valentia, Co Kerry 52ft Arun: August 14, 25, September 7, 26 and 30 Walmer, Kent

37ft 6in Rother: August 29, September 4, 7, 28,

October 15 and 22 D class inflatable: August 29, September 9, 11, 19,

Walton and Frinton, Essex
48ft 6in Solent: August 3, 12, 16, 25, September 8, 13 and October 9

Wells, Norfolk

37ft Óakley: August 29 D class inflatable: August 29 and September 14

West Kirby, Merseyside D class inflatable: August 21, 25, September 3, 23, October 16 and 19 West Mersea, Essex

Atlantic 21: August 13, 22, 29, 30, 31 (twice), September 3 (twice), 7 (twice), 19, 21, October 4

(twice), 11 and 19 Weston-super-Mare, Avon
Atlantic 21: August 7, September 2, 6 and 21
D class inflatable: August 16, 24, 28 and September

Weymouth, Dorset Relief 52ft Arun: August 14, 25 (twice), September 14, 25, 29, October 12 and 24
Whitby, North Yorkshire

44ft Waveney: August 20, 24 and September 3
Relief 44ft Waveney: September 20, 23 and October 4
D class inflatable: August 3, 24, September 7, 20 and October 4

Wick, Caithness

Wicklow, Co Wicklow
42ft Watson: August 20, 23 and 28
Withernsea, Humberside
D class inflatable: August 16, September 2 (twice),

19, 27, October 3 and 12 Workington, Cumbria

Yorkington, Cultoria
47ft Watson: August 15
Yarmouth, Isle of Wight
52ft Arun: August 1, 7, 10, 26 (twice), September
13 (twice), 23, October 18 and 28
Youghal, Co Cork

Atlantic 21: September 13 On Passage

47ft Tyne ON 1117: August 6 and 20

Awards

To Coxswains, Crews and Shore Helpers

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

G. F. Walker; Assistant Motor Mechanic 281/4 years, Crew Member 9 years, Shore Helper 1 year.

Abersoch:

B. D. McGill; Crew Member 20 years.

W. A. Clark; Assistant Motor Mechanic 181/4 years, Crew

Member 1 year. J. P. Manson; Motor Mechanic 13½ years, Crew Member 21 years.

Aldeburgh:

F. S. F. Sharland; Emergency Motor Mechanic 20 years, Crew Member 6 years.

Appledore:

P. W. Ford; Shore Helper 14 years, Crew Member 7 years. Arklow:

James Bermingham; Crew Member 12 years. John Bermingham; Crew Member 12 years.

G. Cassel; Crew Member 10 years.

A. Cranny; Crew Member 10 years.

M. Cranny; Crew member 10 years.

P. Craine; Crew Member 10 years.

C. Graffney (Snr); Crew Member 15 years. J. Hanlon; Crew Member 10 years.

T. Hayes; Crew Member 10 years.

J. Heaney; Crew Member 12 years.

J. Hickey; Crew Member 12 years.

J. Johnson; Crew Member 10 years.

P. Kearon; Crew Member 12 years.

P. Keegan; Crew Member 10 years. T. Kelly; Crew Member 10 years.

W. Lynch; Crew Member 15 years.

J. Mills; Crew Member 15 years.

M. J. O'Brien; Coxswain 20 years, Second Coxswain 4 years, Bowman 3 years, Crew Member 12 years.

P. O'Brien; Crew Member 12 years.

J. P. O'Keeffe; Crew Member 12 years. P. O'Neill; Crew Member 10 years. M. O'Reilly; Crew Member 10 years. P. O'Toole; Crew Member 12 years.

P. Synnott; Crew Member 12 years.

E. White; Crew Member 10 years.

James White; Crew Member 10 years.

John White; Crew Member 40 years.

Arran (Lamlash):

J. Kelso; Crew Member 10 years.

Barmouth:

E. K. Griffith; Second Assistant Motor Mechanic 16 years, Crew Member 16 years.

Barra Island:

J. A. MacNeil; Coxswain/Mechanic 8 years, Second Coxswain/Mechanic 10 years, Mechanic 6 years

Barrow-in-Furness:

R. Charnley; Coxswain 14 years, Second Coxswain 9 years, Assistant Motor Mechanic 5 years, Crew Member

T. Keenan; Crew Member 17 years, Shore Helper 3 years. A. Smith; Emergency Motor Mechanic 6 years, Crew Member 5 years.

Bembridge:

P.Smith BEM; Coxswain 27 years, Second Coxswain 1 year, Crew Member 1 year.

Brighton:

C. F. Maltby; Crew Member 11 years.

Broughty Ferry:

H. T. Kennedy; Crew Member 14 years.* **Buckie:** A. G. Wood; Emergency Motor Mechanic 91/2 years.

Crew Member 5 years. **Bude:**

R. Penny; Crew Member 11 years.

Burnham-on-Crouch:

D. R. A. Glaze; Crew Member 19 years, Shore Helper 1 year.

C. Petrie; Crew Member 111/2 years.

Burry Port:

L. Morgans; Crew Member 131/3 years. Calshot:

K. J. Reynolds; Crew Member 14 years.

S. P. Porter; Second Coxswain 31/4 years, Crew

Member (Padstow) 10 years.

Criccieth:

J. Owen; Crew Member 19 years, Shore Helper 3 years. K. W. Roberts; Crew Member 11 years.

R. M. Roberts; Crew Member 16 years, Shore Helper 18

K. H. Fairhead; Winchman 29 years, Assistant Tractor Driver 16 years.

Donaghadee:

J. A. Bunting; Coxswain/Assistant Mechanic 6 years, Coxswain 9 years, Second Coxswain 1 year, Bowman 7 years, Crew Member 15 years.

. Douglas:

G. A. (Alfie) Moore (Posthumous); Crew Member 193/4 vears.

Dungeness:

J. H. Thomas; Bowman 5 years, Crew Member 15 years. Dun Laoghaire:

J. Lawless; Second Coxswain 12 years, Crew Member

Falmouth:

J. H. Mitchell; Second Coxswain 61/4 years, Crew Member 8 years

B. J. Timmins; Crew Member 30 years.

B. F. Hughes; Coxswain 11/2 years, Crew Member 23

years.

W. C. Nicholas; Second Coxswain 12 years, Bowman 6 months, Crew Member 1 year.

Galway Bay:

J. Mulkerrin; Assistant Motor Mechanic 20 years, Crew Member 6 years.

Great Yarmouth and Gorleston:

C. E. Staples; Crew Member 16 years*, Second Coxswain/Mechanic 6 months, Assistant Mechanic 1 year.

Hastings: G. D. White; Second Coxswain 17 years, Assistant Motor Mechanic 3 years, Crew Member 9 years, Shore Helper 7 years.

Helensburgh:

A. R. Miller; Crew Member 13 years.

Ilfracombe:

W. Smith; Motor Mechanic 9 years, Crew Member (Clovelly) 1³/₄ years.

Kinghorn:

H. Robertson; Crew Member 21 years. G. Tulloch; Crew Member 20 years.

P. D. MacFarlane; Crew Member 191/2 years. D. W. Mowatt; Crew Member 14 years.

Lerwick: M. Grant; Crew Member 16 years.

Little and Broad Haven:

R. Oliver; Crew Member 19 years.

Lizard-Cadgwith:

F. P. Harris; Shore Helper 14 years, Assistant Winchman 4 years, Winchman 4 months.

S. C. Watkins; Winchman 4 years, Shore Helper 28 years.

Lymington:

C. Carrington; Crew Member 21 years.

Minehead:

T. M. Arnold; Crew Member 15 years, Shore Helper 14

Montrose:

R. W. McIntosh; Crew Member 20 years.

A. Nicoll; Mechanic 4 years, Bowman 1 year, Crew Member 8 years.

D. Strang; Launcher 18 years

H. Dorward (Retrospective); Head Launcher 26 years. J. G. Smart (Retrospective); Second Coxswain 6 years. Crew Member 6 years.

G. Thomson (Retrospective); Crew Member 15 years. N. West (Retrospective); Crew Member 21 years.

Morecambe:

K. Willacy; Crew Member 20 years.

The Mumbles:

R. C. Smith; Crew Member 18 years, Crew Member 18 years*, Shore Helper 1 year.

New Brighton:

E. B. (Bev) Brown; Crew Member 13 years*, Crew Member 14 years (Barnett).

Newquay (Cornwall):

M. E. A. Buri; Crew Member 20 years. J. E. Hoare; Crew Member 21 years. E. Licsaver; Crew Member 17 years.

New Quay (Dyfed):

D. I. Rees; Crew Member 45 years.

North Berwick:

R. Bryson; Crew Member 121/4 years. I. F. McMinn; Crew Member 12 years.

Padstow: K. C. J. Hughes; Crew Member 16 years.

A. J. May; Assistant Motor Mechanic 2 years,

Crew Member 26 years.

P. N. Rabey (Posthumous); Head Launcher 14 years,

Shore Helper 5 years.

Poole: J. E. Jones; Crew Member 121/2 years*.

Porthcawl:

D. A. Edwards; Crew Member 211/2 years.

K. E. Evans; Crew Member 211/2 years

D. Thomas (Viking); Crew Member 171/2 years.

Porthdinllaen:

J. P. Bentley; Crew Member 33 years.

I. H. Griffiths; Assistant Motor Mechanic 141/2 years, Bowman 41/2 years, Crew Member 24 years, Shore Helper 3 years.

Portsmouth:

D. G. Wright; Crew Member 10 years. Port Isaac:

E. Childs; Crew Member 11 years.

B. R. Slater; Crew Member 10 years.

Port Talbot:

J. T. David; Crew Member 17 years.

S. Lewis; Crew Member 13 years.

W. Stewart; Crew Member 171/2 years, Shore Helper 1 vear.

Pwllheli: L. Jones; Second Assistant Motor Mechanic 8 years,

Crew Member 5 years. E. Williams; Crew Member 10 years, Crew Member 8 years*, Shore Helper 6 months.

Ramsey: W. C. Gaines; Crew member 131/4 years.

Redcar:

J. Benbow; Crew Member 8 years, Shore Helper 2

D. Phillipson; Crew Member 15 years, Head Launcher

9 years.

J. W. Puckrin; Crew Member 19 years, Crew Member (Teesmouth) 2 years.

I. R. Thompson; Assistant Motor Mechanic 5 years, Assistant Tractor Driver 2 years, Shore Helper 2 years. P. Wilson; Second Coxswain 1 year, Crew Member 10

Rye Harbour:

R. Caister; Launcher 8 years, Crew Member 8 years. R. Tollett; Crew Member 17¾ years.

St Peter Port:

P. N. Bougourd; Coxswain 13/4 years, Second Coxswain 31/2 years, Crew Member 20 years, Bronze Medal 1981. Selsey:

C. L. Cockayne; Crew Member 14 years, Crew

Member 14 years*.

P. G. Davies; Crew Member 15 years.

B. Pullinger; Emergency Motor Mechanic 4 years,

Crew Member 8 years. Sheringham:

D. R. Little; Crew Member 43 years.

B. W. Middleton; Assistant Motor Mechanic 21 years, Crew member 19 years. J. W. West; Coxswain 1 year, Second Coxswain 2 years, Bowman 19 years, Crew Member 17 years.

Skegness:

J. P. Griffiths; Assistant Tractor Driver 2 years, Tractor Driver 9 years, Shore Helper 4 years.

T. W. Cursiter; Motor Mechanic 4 years, Emergency Motor Mechanic 10 years, Winchman 15 years,

Assistant Winchman 1 year.

Stromness:

Teesmouth: B. P. Carte; Coxswain/Mechanic 2 years, Coxswain 18 years, Second Coxswain 2 years, Assistant Mechanic 12 years, Crew Member 5 years, Shore Helper 3 years.

Tramore: L. Bell; Crew Member 18 years.

E. O'Brien; Crew Member 221/4 years.

N. S. Power; Crew Member 17 years.

F. H. Arkley; Assistant Motor Mechanic 17 years, Crew Member 7 years

J. Richardson; Head Launcher 23 years. Walmer:

Tynemouth:

K. R. Steytler; Crew Member 10 years. Walton and Frinton: D. Finch; Coxswain 4 years, Second Coxswain 18 years, Bowman 1 year, Crew Member 8 years.

Wells: D. J. Cox BEM; Coxswain 26 years, Crew Member 17

vears.

A. Budge; Crew Member 10 years, Shore Helper 3 years. J. R. MacKay; Crew Member 26 years.

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J. Fitzgerald; Crew Member 42 years. Yarmouth:

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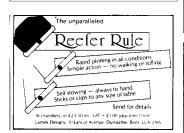


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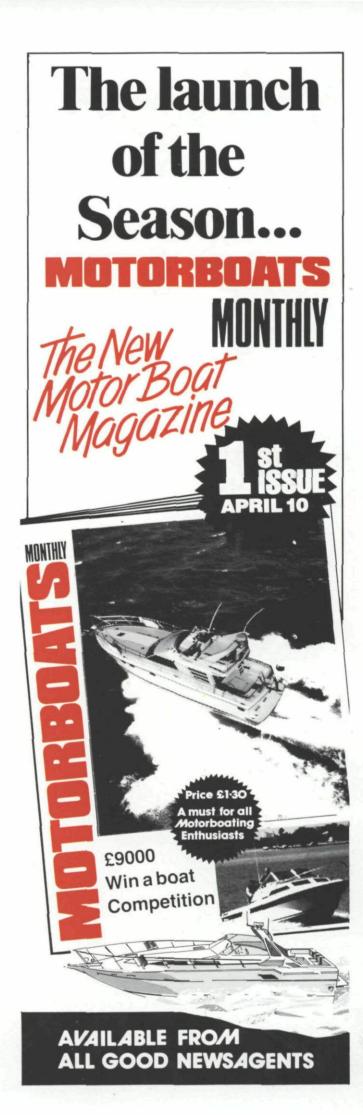
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