

Journal of the
Royal National Lifeboat Institution

Volume L Number 501

The

Lifboat



Autumn 1987

The medallists discuss training

The international scene

USA heavy weather coxswains' course



ROYAL DOULTON SALUTES GRACE DARLING.

THE GREAT ADVENTURE.

THE NIGHT OF SEPTEMBER 6/7TH, 1838, saw the worst storms ever to strike the Northumbrian Coast.

Many fine vessels foundered—but the survivors of one owed their lives to the extraordinary heroism of a lighthouse keeper's daughter called *Grace Darling*.

At dawn, *Grace* saw the wreck of the S.S. Forfarshire through her telescope; and what appeared to be survivors clinging to spars, barrels and the rocks of the Big Harcar.

Even then, a lifeboat was stationed at nearby North Sunderland, but *Grace* and her father considered it unlikely that it would be able to put to sea. And that is why 9 survivors of the Forfarshire

were rescued by an open boat, rowed by a courageous young girl and her 52-year-old father.

To this day, their deed inspires the crews of the Royal National Lifeboat Institution; Britain's renowned—and voluntary—lifeboat service. And to this day, *Grace Darling's* boat is preserved in the village of Bamburgh, Northumberland.



THE GREAT POTTER.

In 1815, the year of *Grace Darling's* birth, a young man called John Doulton founded a pottery. The company went on to win major awards at exhibitions around the world, and John Doulton's son Henry was the first potter to be knighted. At the turn of the century, the company was granted the right by King Edward VII to use the term 'Royal' to describe its wares.

THE GREAT CAUSE.

Like *Grace* herself, our lifeboat crews gladly forsake safety in order to save lives at sea, and occasionally, lose their own lives in doing so.

These crews are heroes in the *Grace Darling* mould; and, as is only fitting, the RNLI will receive a donation for each Figure sold.

SO REAL, SO TRUE TO LIFE...

This superb portrayal in fine bone china is created entirely by hand, and owes its remarkable authenticity to painstaking research of portraits, written accounts, and *Grace's* personal effects.

The *Grace Darling* Museum at Bamburgh, provided much of the information to enable Royal Doulton's Director of Sculpture, Eric Griffiths to create this authentic figure.

However, many artists take credit for the wonderful detailing and sheer sensitivity of the portrayal.

Exact and detailed moulds of all parts of the figure are made—a task demanding the highest levels of craftsmanship.

The separate parts are then cast, before being hand moulded together, and kiln fired for the first time.

After glazing and another firing, *Grace Darling* is ready to be hand painted. From the swirling skirt and cape modelled on her own clothes, to the details of her face, each figure is hand painted. Further colour firings preserve the artists work forever.



A Royal Doulton Limited Edition of 9,500 figures, commissioned by Lawleys by Post.



GRACE DARLING LOOKS ANXIOUSLY OUT TO SEA—HER CAPE AND SKIRT ALMOST RUSTLING IN THE NORTHUMBRIAN GALE.

A COLLECTOR'S PIECE.

At £89.95 this new Royal Doulton Figure is sure to be a much sought after Limited Edition as the 150th Anniversary of the rescue approaches.

Each one is signed by the artist and bears the Royal Doulton commemorative backstamp and the RNLI symbol.



A Certificate of Authenticity verifies the edition limit and support of the Royal National Lifeboat Institution, and the complimentary hand-crafted wooden plinth will enable you to display this beautiful figure with pride in your home.

HOW TO ORDER YOUR LIMITED EDITION FIGURE OF GRACE DARLING.

Since demand for Royal Doulton Limited Editions is always brisk, you are warmly recommended to place your order today.

Simply phone us, or complete the coupon. (Since all orders are processed on a strictly 'first come, first served' basis, you may well prefer the former method.)

Overall height on plinth 11"



EASY PAYMENT.

You can pay in full (£89.95, which includes VAT, insurance and post and packing) or make the first interest free monthly instalment of £23.95, followed by three further payments of £22 per month. Upon receipt of either payment, the figure will be despatched for your approval.

THE LAWLEYS BY POST MONEY-BACK GUARANTEE.

If you are not entirely satisfied, return the figure, undamaged and in its original packing, within 14 days, for a full refund. This is in addition to your statutory rights.

ORDER BY PHONE.

Ring (0782) 711888 at any time (answering service outside office hours), to place a credit card order.



BY POST

Swift House, Liverpool Rd., Newcastle, Staffs. ST5 9ZY.

ORDER BY POST—NO STAMP NEEDED.

LB/10/87

To: Christopher Pearson, Lawleys by Post, FREEPOST, Newcastle, Staffordshire ST5 9ZY. I wish to order the Royal Doulton Limited Edition Figure of Grace Darling. I wish to pay as follows, and enclose: (Tick as appropriate.) A single payment of £89.95 An initial payment of £23.95, followed by 3 monthly payments of £22.00 By Cheque Postal Order Visa Access Amex Diners

Credit Card No. Expires
Via the Post Office, quoting Transcash No. 4023366

(Block capitals please.)

Name Address

Post Code I am over 18 years of age. Signature

I should like more information about the work of the R.N.L.I.
Please allow up to 28 days for delivery, from acceptance of order.

Lawleys Limited, Swift House, Liverpool Road, Newcastle, Staffs. ST5 9ZY. Registered in England No. 172916.
© 1987 ROYAL DOULTON. ROYAL DOULTON IS A REGISTERED TRADE MARK.

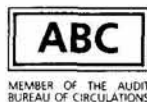


Contents

Volume L
 Number 501

Chairman:
 THE DUKE OF ATHOLL

Director and Secretary:
 REAR ADMIRAL W J GRAHAM CB MNI



Editor:
 NORMAN HICKS

Headquarters:
 Royal National Lifeboat Institution,
 West Quay Road, Poole, Dorset BH15
 1HZ (Telephone Poole (0202) 671133).
 Telex: 41328.

London Offices:
 Royal National Lifeboat Institution,
 202 Lambeth Road, London SE1 7JW
 (Telephone 01-928 4236).

Advertisement Manager:
 COLIN PEGLEY
 Jackson-Rudd & Associates, Oldebourne
 House, 46-47 Chancery Lane, London
 WC2A 1JB (Telephone 01-405 3611/2
 and 405 2860).

Printers:
 The Friary Press, Bridport Road,
 Dorchester, Dorset.

RNLI News 187

Lifeboat Services 189

Training in focus, with the 1987 medallists 194



Heavy weather training in the USA, by Lt. Alan Tate, Staff Officer Operations (Training) 199

Past and Present 201

Ceremonies 204

Letters 206

Books 207

People and Places 208

Shoreline 210

The Fund Raisers 211

Lifeboat Services, March, April and May, 1987 217

COVER PICTURE

Troon's new 52ft Arun class lifeboat City of Glasgow is pictured during sea trials off the Isle of Wight. Funded by an appeal launched last October by the Lord Provost of Glasgow, Robert Gray, the City of Glasgow will be on service from the end of October.

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

Next issue: the Winter issue of THE LIFEBOAT will appear in January and news items should be sent in by the end

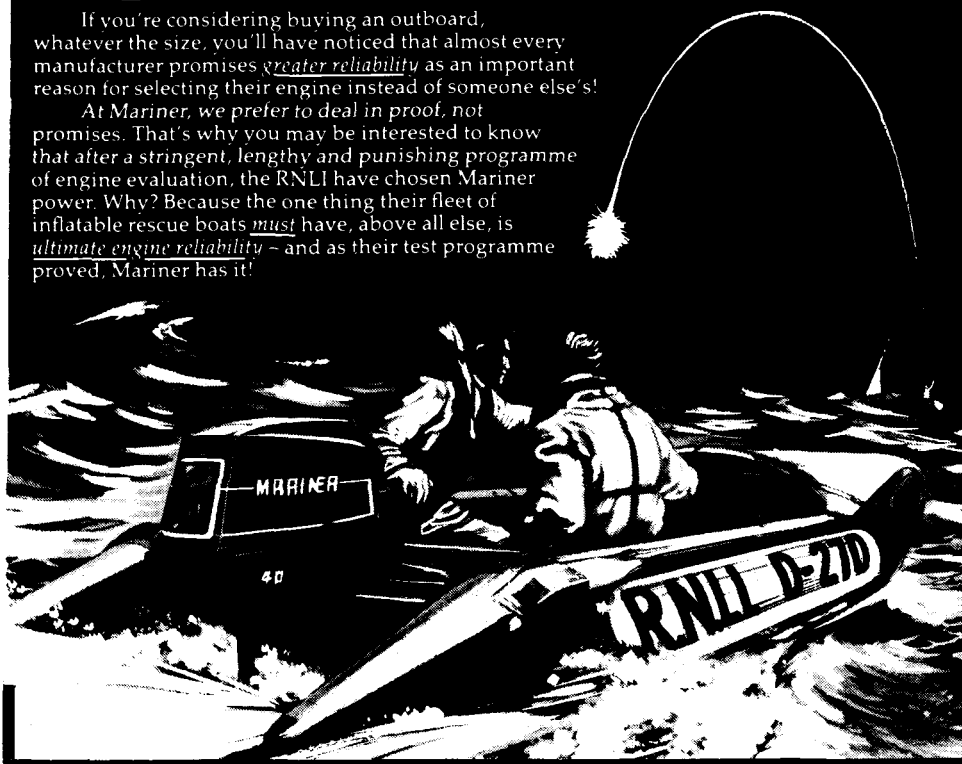
of October. News items for the Spring issue should be sent in by the end of January.

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.

Mariner doesn't just promise reliability. It proves it!

If you're considering buying an outboard, whatever the size, you'll have noticed that almost every manufacturer promises greater reliability as an important reason for selecting their engine instead of someone else's!

At Mariner, we prefer to deal in proof, not promises. That's why you may be interested to know that after a stringent, lengthy and punishing programme of engine evaluation, the RNLI have chosen Mariner power. Why? Because the one thing their fleet of inflatable rescue boats must have, above all else, is ultimate engine reliability - and as their test programme proved, Mariner has it!



The range includes models from a gentle 2 hp through to the brutal 200 hp V6. For power, economy and sheer reliability you can't beat a Mariner!

The R.N.L.I. is completely financed by voluntary contributions.

Full information from:



MARINE DIVISION

Launton Road, Bicester,
Oxfordshire, OX6 0UR.

Telephone: (0869) 253355.

A NEW BOAT. ALL AT SEA OR PLAIN SAILING?

Whether you want to buy a new or secondhand craft or refit your own, make Mercantile Credit your first port of call. As we've been financing all kinds of boats, and equipment for over 50 years our plans can make sure you're on the right course.

For example, our stabiliser mortgages over £15,000 have launched many a vessel. What's more, fixed monthly repayments have been designed to spread over a period that suits you.

If your purchase is more modest then an unsecured loan from a few hundred pounds to £15,000 could be the answer.

So have a word with the helpful crew at your nearest Mercantile Credit office. Call in or telephone - the address and number is in the phone book. Or if you prefer, return the coupon to the address below. You won't do better than to float a loan with us.

We're always pleased to provide written quotations to customers on request. No security on loans up to £15,000.

M Mercantile Credit

Mercantile Credit Company Limited, Marine Finance Unit,
Arundel Towers North, Portland Terrace, Southampton SO9 3RR.
Telephone: 0703 330344.

FLOAT A LOAN
NOW

Please provide me full details of your financial plan for buying boats and equipment.

NAME _____

ADDRESS _____

TEL. _____

NEWS POINT

FIRST AMONG EQUALS

Those who find themselves explaining how the RNLI operates, how it is organised and how it is funded are very often asked, "What do other countries do? Is the RNLI unique?". The answer could have been found at La Coruna, Spain in June this year at the XVth International Lifeboat Conference (see full report on pages 202-3) when lifeboat organisations from every corner of the globe came together to discuss their common interests and problems. Some countries' lifeboat services are run by government departments, some are totally voluntary and some combine both methods. Some operate many lifeboats, some, with only a small coastline, only require a few. Some nations rely very largely upon private boat owners to organise themselves into a rescue service. All are able to contribute something at an international conference and all have something to learn.

The RNLI (which provides the secretariat for the International Lifeboat Federation) is no exception. However, there are aspects of this country's lifeboat service which others have graciously acknowledged to be outstanding. The RNLI is the oldest lifeboat service in the world. It runs more lifeboats on a wholly voluntary basis than any nation and its crews benefit from some of the latest lifeboat design and equipment technology. The voluntary system may not be every country's answer, but it certainly works for us.

New appointments

Five new members have been elected to the Committee of Management of the RNLI. They are Rear Admiral Roger Dimmock, Mr A. K. S. (Roly) Franks, Dr William Guild, Mr Richard



Pictured here, the production prototype of the RNLI's proposed fast carriage-launched lifeboat is currently undergoing extensive technical and operational trials, as part of its continuing evaluation. It is anticipated that the trials will be concluded during the early part of 1988.

Leworthy and Mr Colin Mudie.

Rear Admiral Dimmock is Flag Officer, Naval Air Command. He has been president of the Denmead and Hambledon branch of the RNLI since 1981.

Mr Franks, who has recently retired as chairman of Phicom PLC, joined the RNLI's finance committee in 1985 and is secretary of the Brenchley, Matfield, Horsmonden and Lamberhurst branch of the Institution.

Dr Guild, a lecturer at Edinburgh University, is a member of the RNLI's medical and survival committee and a member of the Scottish Lifeboat Council, the RNLI's executive committee and Edinburgh branch committee.

Mr Leworthy, a company director of Richard Price Television Associates and London Weekend Television (International), has been a member of the

Institution's public relations committee since 1984.

Mr Mudie, a naval architect involved in yacht and small boat design, is a member of the technical consultative and boat committees of the RNLI.

Two members of the RNLI's Irish Division have been appointed members of the Council of the Irish Water Safety Association by the Minister of the Environment, Mr Padraig Flynn, TD.

Frank Nolan, a helmsman with the Tramore Inshore Rescue Service, has been appointed national chairman of the association. He has been an active member of the Tramore ILB crew since 1967.

Kevin Desmond, a DLA with Wicklow lifeboat, has been appointed a member of the water safety council, with special responsibilities for rescue services.

Bravery awards

The Maud Smith Award for the most outstanding act of lifesaving by a lifeboatman during 1986 has been awarded posthumously to Coxswain Captain John Hogg, of Tynemouth lifeboat for saving the crew of three from a fishing vessel in April last year.

The Ralph Glister Award for the most meritorious service carried out in 1986 by the crew of a lifeboat under 10 metres in length, goes to the crew of the Eastbourne inflatable lifeboat, Helmsman Ian Stringer and Crew Member Derek Tucker, for the rescue of three men from a capsized dory involved in the filming of a James Bond film at Beachy Head last December.

ANNUAL MEETINGS 1988

South Bank, London, Tuesday May 10

Annual General Meeting of Governors: 11.30 am in the Queen Elizabeth Hall, Royal Festival Hall.

Annual Presentation of Awards: the afternoon meeting will be in the main auditorium, Royal Festival Hall.

Further details will be circulated with the winter edition of THE LIFEBOAT.

Minister's visit

Lord Brabazon of Tara, the government's minister for shipping, accompanied by Lady Brabazon, visited RNLI headquarters, Poole in August. His party included Rear Admiral M. L. Stacey, of the Department of Transport and was met by Mr Michael Vernon, a deputy chairman of the Institution and by Rear Admiral W. J. Graham, its director.

The minister was taken on a tour of the head office and depot buildings and, after lunch, (pictured below) boarded the new 52ft Arun class lifeboat *City of Glasgow III*, soon to go on station at Troon in Scotland. The minister and his party sailed from the RNLI depot quay for a short demonstration run in Poole Bay at the conclusion of their visit.

● The previous month Lord Brabazon visited the Isles of Scilly, where the St Mary's lifeboat station is currently celebrating its 150th anniversary. He was there to present the Department of Transport Rescue Shield to the St Mary's Auxiliary Coastguard Rescue Company, for the rescue of 35 people from 20 yachts driven ashore at Porthmelon in storm force 10 winds in August last year.



Duckham's visit: for many years now Alexander Duckham & Co Ltd (Duckhams Oils) has helped the RNLI in a variety of ways. It was appropriate, therefore, that during a visit to RNLI headquarters in Poole, in July, the company's managing director Charles Hogbin and its manager advertising and sales promotion, Frank Johns were able to take a trip aboard a lifeboat.

They embarked at Poole Quay on the 33ft Brede class boat Amateur Swimming Associations, under the command of local Coxswain/Mechanic Frank Ide. The lifeboat was relieving Inner Wheel, Poole's station lifeboat, which was undergoing a routine survey.

Just before the lifeboat sailed Mr Hogbin presented Rear Admiral W. J. Graham, the RNLI's director, with an engraved ship's decanter, to mark the director's retirement at the end of 1987.

Mr Hogbin is pictured (above left) making the presentation to Rear Admiral Graham, with Frank Ide looking on.



Clyde class

The decision to replace Kirkwall's 70ft Clyde class lifeboat *Grace Paterson Ritchie* with a new £490,000 52ft Arun class boat and the proposed withdrawal from Clovelly, North Devon of the *City of Bristol*, means that the Clyde class of lifeboat will be disappearing from the RNLI's fleet during the next 12 months.

The new Kirkwall boat is to be named *Mickie Salvesen* after Mrs Mary Salvesen, whose legacy has funded its provision.

The withdrawal of Clovelly's 70ft Clyde with effect from mid-1988 was announced at a public meeting there in August by Mr Donald Redford, chairman of the Institution's search and rescue committee.

It was stressed that with 47ft Tyne class lifeboats on station at Padstow, Tenby and The Mumbles and the arrival next year at Appledore of another Tyne, effective lifeboat cover for the Bristol Channel area will be adequately provided.

Rescue records

An analysis of the RNLI's figures for 1986 shows that 60 per cent of the services by lifeboats were to pleasure craft for the fourth year running. They launched 2,186 times to such craft,

saving 1,071 lives, more than 76 per cent of the lives saved in all types of rescue.

The time spent dealing with yachts (1,351.8 hours) was, for the first time, greater than that spent on fishing vessels (1,265.4 hours). Motor boats (1,063.9 hours) were followed by merchant and commercial vessels (447.5 hours).

Change of gear

The familiar orange foul weather clothing worn by RNLI lifeboat crews in recent years will gradually be disappearing, in favour of a new kit in traffic yellow.

The Musto clothing (illustrated right) is based on the company's Ocean design, but incorporates features designed for the special needs of lifeboat crews.

Approved by the RNLI's search and rescue committee, which appointed a special working party to evaluate alternatives to the current protective clothing worn by lifeboatmen, it is expected that the new clothing will be issued to all crew members by the end of next year.

The new gear has undergone independent testing and evaluation by the RAF's Institute of Aviation Medicine, at Farnborough.

Rescue centre

HM Coastguard's new Maritime Rescue Centre at Bridlington was formally opened by HM Lord Lieutenant for Humberside, Richard Anthony Bethell. Costing £500,000, the centre co-ordinates maritime rescues in an area of 1,000 square nautical miles of the North Sea and replaces an older establishment at Spurn Point.



LIFEBOAT SERVICES



South East Division

Speedboat

AT 1734 on Bank Holiday Monday, August 1986, the crews of **Sheerness'** 44ft Waveney and 16ft D class inflatable lifeboats were alerted by the duty officer at the Medway Port Office, following reports from Thames Coastguards of a drifting speedboat in danger near to the London Stone, All Hallows.

The D class launched seven minutes later, with Helmsman Richard Rogers and Crew Member Brian Spoor on board.

An east south east wind force 4/5 was gusting to force 6 at the time of the launch and continuous rain hampered visibility. The wind was against an ebbing tide (high water was at 1717), worsening the sea conditions.

Helmsman Rogers decided to cross over a bank known as Grain Spit to reach the casualty's reported position more quickly than by the alternative buoyed channel. The route chosen

would save 10 to 15 minutes in reaching the casualty, but was a hazardous one to follow because of the numerous underwater obstacles on the way.

Because of the rough conditions, Coxswain/Mechanic Robin Castle decided to follow the ILB with Sheerness lifeboat *Helen Turnbull* and she slipped her moorings at 1742.

Shortly after leaving the berth it was thought that the starboard propeller was fouled, but it was decided to continue the service with the starboard engine's revolutions slightly reduced, as no vibration was felt.

At approximately 1748, the D class lifeboat approached the water tower, a mile east of London Stone and began searching for the drifting speedboat. The search was hampered by rain and steep swells.

Some fishermen ashore appeared to be waving, as if to signal to the lifeboat, so Helmsman Rogers manoeuvred as close inshore as he dared before following the direction indicated by them.

The ILB travelled another quarter of a

mile, with her crew still able to see virtually nothing until, at 1750, Helmsman Rogers stopped the boat to enable Crew Member Spoor to stand up to gain extra height of eye for the search.

Despite the extreme difficulty of this manoeuvre, Brian Spoor sighted a black object in the water some 500 yards ahead to the north west.

They proceeded to investigate and upon reaching the area in which the object had been sighted, Crew Member Spoor again stood up and saw a man in the water nearby and, some 30 yards beyond, a child.

The man seemed to be swimming with confidence and it was decided to first recover the child, a 13-year-old girl, wearing a flotation aid. This achieved, Helmsman Rogers manoeuvred the lifeboat with some difficulty to enable recovery of the man, who was not wearing a lifejacket.

The two survivors were both very cold and shocked, having been in the water for more than 15 minutes and were judged by the ILB crew to be in need of hospital treatment. The girl was very frightened, as the lifeboat was being swamped frequently with seas over the bow and she was crying with shock.

The ILB crew decided that it would be best to transfer the two to the *Helen Turnbull*, then about half a mile away. Because of the poor visibility, Coxswain Castle did not have the ILB in sight and so he fixed its position using the VHF direction finder as a guide.

Helmsman Rogers was asked by the coxswain to proceed towards his position for a rendezvous, but because of the worsening weather conditions and the danger of being swamped, the ILB helmsman was forced to keep the boat head to sea and was making very little progress.

Crew Member Spoor positioned the girl under the canopy for protection and tried to shield her from the incoming seas. The man, who was the girl's father, was lying prone in the bottom of the ILB, having collapsed once he had been rescued.

Brian Spoor protected him also, as well as manning the radio, until the transfer of the casualties to the *Helen Turnbull* took place at 1800.

Coxswain Castle had been



SCARBOROUGH, Thursday June 11, 1987: Scarborough's 37ft Oakley class lifeboat *Amelia* searches with the station's D class inflatable boat for a 13-year-old Grimsby schoolboy, swept from the Royal Albert Drive slipway by a large wave into rough seas at North Bay. The search lasted for more than three hours and also involved a helicopter from RAF Leconfield, police and auxiliary coastguard shore parties, but no trace of the boy was found. Jonathon Riley was with a party of 26 schoolchildren and five teachers from Havelock School, Grimsby, on an educational visit to Scarborough, when he disappeared. *photograph by courtesy of Scarborough Evening News*

proceeding with extreme caution, because of the shallow water on the Grain Spit and at the time of the transfer had only four feet of water beneath the lifeboat's keel.

At 1803 the transfer of the casualties was completed, thanks to the skill of both Coxswain Castle and Helmsman Rogers in the rough seas. The lifeboats turned for home, returning at slow speed, to enable the ILB to have some protection from the weather by the larger lifeboat and for the D class to be kept under observation in the worsening conditions.

At 1826, the casualties having been attended to in the warm cabin of the *Helen Turnbull*, were landed ashore at Sheerness, where a waiting ambulance took them to hospital.

An inspection of the *Helen Turnbull's* starboard propeller revealed two blade tips to be slightly bent. These were repaired immediately and both lifeboats were refuelled and ready for service at 1921.

Following this service, the thanks of the Institution on vellum were accorded to Helmsman Richard Rogers and Crew Member Brian Spoor, of the Sheerness D class. A letter of thanks signed by the director, Rear Admiral W. J. Graham, was sent to Coxswain/Mechanic Robin Castle.

West Division

Engine failure

AT 1718 ON DECEMBER 11, 1986, St David's honorary secretary was alerted by Milford Haven Coastguards to the plight of the 40ft fishing vessel *Marigold A*, on passage from Fishguard to Looe, reported to be disabled with engine failure four miles south of Ramsey Island.

She was pitching and rolling heavily in rough sea conditions and overfalls experienced in this area. Three minutes later at 1721, the maroons were fired and St David's 48ft 6in Oakley class lifeboat *Ruby and Arthur Reed*, launched down the slipway, under the command of Coxswain/Mechanic Frederick George John.

Weather at the launch was west south westerly force 7 to 8, with moderate seas within Ramsey Sound and good visibility. The tide was ebbing southwards through the Sound at about five knots (high water at St David's being at 1443).

Once clear of Ramsey Sound, Coxswain John set a southerly course, making good progress through the very rough seas, due to the favourable tide.

Contact was made with the casualty at 1815.

The *Marigold A* was seen lying beam on to the sea and rolling heavily.

The weather had deteriorated once the lifeboat had cleared Ramsey Sound and the wind was west south westerly force 8 to 9, with very rough confused



TORBAY, Tuesday June 16, 1987: Brixham Coastguard alerted the honorary secretary of Torbay lifeboat station at 1515 that a small speedboat had run aground off Thatcher Rock and that one of its four occupants had injured her ankle jumping ashore. The 52ft Arun class lifeboat *Ralph and Bonella Farrant*, on temporary duty at Torbay, slipped her moorings and arrived at the scene within half an hour. Mrs Margaret McMahon, of Goodrington, is pictured being transferred to the lifeboat's Y boat, before being conveyed to Torquay Harbour, where an ambulance took her to Torbay Hospital for treatment. Mr McMahon accompanied his wife on board the lifeboat, while the two other survivors stayed with the speedboat to await the next high tide, when it was refloated. Torbay lifeboat was refuelled and ready for service by 1715.

photograph by courtesy of Herald Express, Torquay

seas and a heavy swell estimated at about 25 feet. The tidal stream was running south at 4 to 5 knots.

Coxswain John decided to circle the casualty to assess the situation while the crew prepared a tow line. At 1820 the first attempt to pass the tow was made as the coxswain skilfully manoeuvred the lifeboat and ran in along the casualty's port side.

This attempt failed because of the severe motion, causing the heaving line to part.

On the second attempt a large sea threw the two vessels together and only skilful handling of the engines by the coxswain prevented the *Marigold A* rolling on top of the lifeboat.

Once clear, a third attempt was made and this proved successful. Unfortunately, the skipper of the *Marigold A* had not advised the lifeboat that his engine was running and was idling

ahead. This resulted in the casualty over-running the tow rope and fouling its propeller.

Marigold A immediately swung around and was then being towed stern first. The lifeboat crew, working on the after deck in difficult conditions, managed to shorten the tow before cutting it free, making sure that a minimum length of line was sacrificed.

The tow line was then reconnected and the casualty was requested to parcel the tow line where it passed through the fishing vessel's bow fairlead.

Coxswain John decided to tow the casualty to Milford Haven and course was set via Broad Sound and St Anne's Head. The tow parted again between Skomer and Skokholm Islands, but was quickly reconnected. Milford Haven was entered at 2200 and the casualty was taken to Pembroke Dock, to be safely

secured alongside the B & I Terminal at 2315.

The lifeboat stayed at Milford Haven for the night, conditions at St David's being too rough to enable rehousing to take place.

The lifeboat returned to her station the next morning and was rehoused, refuelled and ready for service by 1100.



Coxswain Frederick John

Following this service the thanks of the Institution inscribed on vellum was accorded to Coxswain Mechanic Frederick George John. Vellum service certificates went to Second Coxswain Terence Williams, 1st Assistant Mechanic E Byron Bateman, 2nd Assistant Mechanic D John Bateman and Crew Members Malcolm Gray, John Phillips and Michael Morris.

A letter of appreciation signed by Rear Admiral W J Graham, director, was sent to Mr D G Hampson, the station honorary secretary, who followed the service throughout and made various arrangements, including keeping those concerned at St David's (particularly the crew wives) advised of what was happening.

South West Division

Rescued four

SHORTLY BEFORE 1645 on March 27, 1987, a dinghy with five people on board capsized in the roads to the north west of Falmouth lifeboat station.

Mr John Pentecost, working nearby in his Quay Punt workboat *Victory* immediately went to their assistance, while Falmouth Coastguards alerted the crew of Falmouth's Maclachlan ILB A508, which launched at 1652, with Helmsman Royston Prynne and Crew Members Dave Nicoll, Kevin Mitchell and Nick Lewis on board.

In the meantime *Victory* arrived alongside the casualties in the water and Mr Pentecost maneuvered his boat beside each in turn, skilfully lifting them aboard.

The force 6 wind at the scene was blowing from the west by south, creating a moderately choppy sea.

Mr Pentecost managed to lift four of

the casualties into his boat—a difficult operation in the prevailing weather and with no-one to assist him. The fifth person had swum ashore to the river bank near Flushing.

While *Victory* was returning with the casualties she became snarled on a mooring near Flushing. Falmouth ILB arrived at 1656 and one casualty, suffering from hypothermia was removed immediately to the Custom House Quay, Falmouth where an ambulance was waiting.

The remaining three aboard *Victory* were then removed to Prince of Wales Pier, where a second ambulance was waiting.

The Maclachlan lifeboat then returned to collect the fifth casualty from the shore and take him to the ambulance at Prince of Wales Pier.

A508 returned to the mooring on completion and was refuelled and ready for service at 1750. Some minutes later, Dave Nicoll returned to the *Victory* to free Mr Pentecost's fouled propeller.

Following this service a framed letter of thanks from the Duke of Atholl, chairman of the RNLI, was presented to Mr Pentecost in recognition of his outstanding contribution to this rescue.

East Division

Long Search

THE STERN TRAWLER *Anmara* and her crew of three were reported overdue from Scarborough on the evening of May 21, 1987 and a search was organised by Humber Coastguard, to begin at first light on the following day.

The 37ft Rother class lifeboat *Harold Salvesen* on temporary duty at Filey, was joined in the search by Scarborough's 37ft Oakley class boat *Amelia*, Bridlington's 37ft Oakley *William Henry and Mary King*, an RAF helicopter,

HMS *Lindisfarne* and other vessels.

As dawn broke, the three lifeboats began their long search for signs of survivors or wreckage from the *Anmara*.

The *Harold Salvesen*, with Coxswain Frank Jenkinson in command, was asked by the coastguard to start looking between Filey Brig and Flamborough Head, up to five miles offshore, while Coxswain Stuart Ogden and the *Amelia* were searching along Scarborough's south shore, as far as Filey Bridge and Coxswain Fred Walkington took the Bridlington boat on a north/south route from North Smithwick Buoy.

The weather was poor, with a strong north-easterly breeze and rough seas.

At 0826 Filey lifeboat reported that one of her crew, Kenneth Rennie, was suffering from severe stomach pains and in need of medical attention. He was taken to Scarborough Harbour and landed there, to be seen by a doctor and to be replaced by Crew Member Richard Robinson.

The *Harold Salvesen* resumed the search immediately, finding a plastic bucket from the *Anmara* in Cayton Bay, but no other signs of the missing trawler.

Other wreckage was found during the search and the body of one of the *Anmara's* crew members was washed ashore the following day.

William Henry and Mary King was released at 1448 by HMS *Lindisfarne*, the on-scene commander and the search was finally called off at 1600, all three lifeboats returning to their respective stations.

Following this service, all three lifeboat stations were sent letters by Lt Cdr Brian Miles, deputy director and chief of operations, expressing his "warm and appreciative thanks" for the dogged determination displayed by the coxswains and their crews in performing such a sad task.



Bridlington lifeboat William Henry and Mary King one of three lifeboats searching for the missing stern trawler *Anmara*.

Seven saved

FALMOUTH, Sunday May 24, 1987: The 56ft yacht *Sule Skerry* was in the Helford River with a heavy swell running when a rope fouled her propeller and she was driven into a rocky cleft at the foot of the cliffs at Durgan, near Falmouth. On board was the owner, Mr Roddy Ainslie, of Restronguet, near Penryn, his wife Sue and their two children, another adult and two other children. Mrs Ainslie and the children were able to disembark and Mr Ainslie fired a distress flare. Within 20 minutes, at 1419, Falmouth's 52ft Arun class lifeboat *Elizabeth Ann*, slipped her moorings and headed for the casualty, arriving at 1448. Crew member Sid Siddall (pictured right, wearing white cap) was put aboard the *Sule Skerry* to assist and secure a tow line. The yacht had been badly holed by the rocks, however, and sank shortly after being pulled clear of danger (below). The survivors were all put safely ashore and the *Elizabeth Ann* was refuelled and ready for service at 1745.

photographs by courtesy of Cornish Photonews



MEDEX '87

A NAVY Bomb Disposal team tackles a still active wartime relic, caught in the nets of a fishing vessel.

A party of 10 anglers, adrift in their disabled boat, float into the danger area just as the wartime explosive detonates.

Many injuries, burning boats and missing Navy personnel result – the scenario facing lifeboatmen from four stations taking part in MEDEX '87 in the Thames Estuary on July 9 this year.

The simulated large scale medical emergency was staged by the RNLI to test the reactions of the four stations – Southend-on-Sea, Sheerness, Whitstable and Margate – and was closely monitored by members of the Institution's Medical and Survival Committee.

A Wessex helicopter from RAF Marston joined Southend's Atlantic

'Success'

21 rigid inflatable lifeboat *Percy Garon II*, Sheerness' 44ft Waveny class *Helen Turnbull*, Whitstable's Atlantic 21 and Margate's 37ft 6in Rother class boat *Silver Jubilee* (Civil Service No. 38) for the exercise, which was later described by Capt. George Cooper, the RNLI's deputy chief of operations, as a success.

The Medical and Survival Committee is made up of many eminent doctors, surgeons and

survival experts. Their role is to advise the Institution on all aspects of first aid, to ensure that lifeboat crews are equipped to deal with every kind of medical emergency, ranging from hypothermia to multiple fractures.

The RNLI Medex is an annual event taking part on different parts of the coast and in the psat has simulated major offshore collisions,

fire on board a vessel and chemical accidents. The exercises provide useful training for lifeboat crews and

Realistic

also serve to test some of the committee's recommendations in realistic circumstances.

Next year's event will occur off the coast of Ireland.



A casualty is prepared for transfer to a waiting helicopter during this year's Medex in The Thames Estuary.

Hon. Secretaries' courses under way

By Norman Hicks, Editor

WALES AND THE WEST COUNTRY set the ball rolling in June when around a dozen station honorary secretaries from those areas attended the first training course aimed specifically at their role within the RNLI.

Training officer Lt Alan Tate and his deputy, Lt John Caldwell were augmented by staff from the operational and administrative sections of head office in leading a series of lively discussions and tutorials during the two-day course at Poole Training Centre.

This inaugural course involved honorary secretaries and deputy launching authorities from Burry Port to Barry Dock, Weston-super-Mare to St Peter

Port, Guernsey and was considered both by its organisers and those taking part to have been a success.

The aim of the course was to provide station honorary secretaries with a better understanding of the Institution's requirements for the operational management of lifeboat stations.

This was achieved by giving them the chance to meet "in situ" head office staff whose work has a direct bearing on their own station activities, as well as attending a number of classroom sessions.

In the latter, subjects covered included RNLI/HM Coastguard structure,

operating procedures and launching rules; the capabilities of their own and flank lifeboat stations; rescue records and returns of service; crew training; helicopter and fixed wing aircraft, SAR organisation, capabilities and limitations and the different equipment available for crew call out and alerting procedures.

Since June, honorary secretaries from several other stretches of coast have attended similar courses at Poole and the plan is to give all who want to attend the opportunity, subject to the demands of crew training and other uses of the Poole Training Centre.

The President in Essex

Tour takes in six stations

His Royal Highness the Duke of Kent, the RNLI's president, visited six Essex coast lifeboat stations in July, meeting lifeboat crew members and their families, station officials and members of the Institution's fund raising branches and guilds.

Accompanied by Mr Robert W. Adcock, Deputy Lieutenant of Essex and Rear Admiral W. J. Graham, director of the RNLI, the president began his tour at **Harwich** and also visited **Walton**, **Clacton**, **West Mersea**, **Burnham** and **Southend** lifeboat stations.

Arriving at **Harwich Green** by helicopter the Duke was shown the Waveney class lifeboat *John Fison* and also the Harwich Atlantic 21 rigid inflatable lifeboat.

At **Walton**, the president was able to board the relief Watson class lifeboat *Guy and Clare Hunter* before proceeding to **Clacton**.

There he was told of the launching arrangements for the station's Atlantic 21 lifeboat, with particular reference to the tipping cradle.

On arrival at **West Mersea** the Duke was shown the station's Atlantic 21 lifeboat. After lunch he departed for **Burnham**.

Here the president viewed the launching arrangements for the station's D class inflatable lifeboat.

Whilst in **Southend** the Duke boarded the pier train to visit the pier extension during which time Mr Colin Sedgwick, the station honorary secretary, described details of the accident to the pier and boathouse in 1986. After meeting crew members manning the D class lifeboat, the president then proceeded to the Atlantic 21 lifeboat launching area where the crew manned the boat and demonstrated the launching derrick.



HRH the Duke of Kent receives a commemorative plate during his visit to Harwich. Also pictured (l to r): Mr H. Bell, branch chairman, Mr K. Brand, longest serving crew member, Capt. R. Shaw, honorary secretary and Rear Admiral W. J. Graham, director of the RNLI.

Homeward bound . . .



Lytham lifeboat slips down the Ribble at sunset.

TRAINING

The RNLI has been developing its policy of formal training for lifeboatmen since the early 1970s – Here Capt. GEORGE COOPER RD, MNI, RNR, Deputy Chief of Operations, discusses the value of training with those who received gallantry medals at this year's AGM and finds out how it has helped them to develop their lifesaving skills.



Appledore's Atlantic 21 on exercise

Captain George Cooper: Good morning gentlemen and congratulations on your well earned medals. We are gathered here to have a general discussion on training. You may not be prepared to admit it but you are regarded as experts in your own field and that expertise has been justly rewarded, by the medals presented yesterday.

Now because you are experts I would like to explore the argument—did you come into the RNLI with this expertise or is it something that has been developed over the years? And how much of your expertise can be attributed to training? To take you back a little it was in about 1972 or 1973 that the Institution started to look at formal training *per se* when we developed a radio telephony voice procedure course which was taken to the coast in a mobile training unit. That was very quickly followed by the mobile radar simulator and navigation courses. We are also currently running Atlantic 21 courses at Cowes base, sea training courses for crews receiving new lifeboats at Poole and there are other local types of training such as first aid and operational exercises going on all the time on the coast. I would like to start off with the subject of radio telephony and Coxswain Robert Maiden from Hartlepool.



Capt. George Cooper

Bob, has your crew received regular radio telephony training and how has it affected the overall performance of your radio operators?

Coxswain Robert Maiden, Hartlepool: About 90 per cent of us have had radio telephony training. After the first training session it became a lot easier. When you first started to use the VHF talking to the coastguard, you used to become a bit tongue tied, but definitely the training was a good thing.

Cooper: Prior to receiving your RT training what form of RT procedure were you using?

Maiden: One of the crew had been in the Royal Navy as a signals man and he had taken the lads through a rough course but that was the only training we had.

Cooper: Yes, and do you feel now that your standard of radio telephony procedure is equal to that of your local coastguard?

Maiden: Yes, very much.

Cooper: Coxswain Stephen Shaw from Alderney. Do you find your RT procedure fits in with the rest of the SAR network?

Coxswain Stephen Shaw, Alderney: I think it fits in very well. We have had another radio session since our initial training at Poole and I think 90 per cent of the crew have got their radio licences and their procedure is very good.

Cooper: Who do you communicate with generally in an SAR incident?

Shaw: Either our local harbour authority for very local rescues or St Peter Port Radio or CROSSMA, the French coastguard.

Cooper: Are there any problems when you're communicating with the French?

Shaw: No, they use English.

Cooper: Moving westward we have Helmsman John Pavitt, from Appledore. John, how do you find communications in the west working from an Atlantic 21?

Helmsman John Pavitt, Appledore: Very good. No problems at all.

Cooper: What sort of training have you had?

Pavitt: I did a course, way back, in the caravan. As new crew come along it's a case of getting them familiar with the equipment. One tends to be a bit mike shy when you start using VHF. We try to put forward chaps on exercises who haven't used VHF and they can use the radio. We find this a great help to them.

Cooper: And how many of your crew at Appledore have received RT training?

Pavitt: Nearly all.

Cooper: We have with us Helmsman Ian Stringer of Eastbourne. Ian you are here because of your splendid efforts in a D class inshore lifeboat. Are you a trained RT operator?

Helmsman Ian Stringer, Eastbourne: Yes, I am. I took the course when the caravan came round to the station and we did MF and VHF.

Cooper: Do you find that your standard of RT procedure and that of the rest of the inshore lifeboat crew is sufficient to meet the general SAR radio network requirement?

Stringer: Yes, both of my other main crew members have done some training in VHF and are very competent.

Cooper: Right, we've also got Second Coxswain Martin Harwood of Alderney. Martin, I take it you've received a similar type of training as Steve.



Second Coxswain Martin Harwood

Harwood: Yes, we have all completed radio telephony training and, because we were getting a new boat, quite a few of us did the radar course as well. Because we are operating with our local radio operators at Alderney Radio, who we also know as friends, this helps to take away any inhibitions that the crew might have.

Cooper: Do you think the standard of RT training that we are currently giving is adequate?

Maiden: Yes, definitely.

Cooper: Stephen, do you think we've got it right in bringing the training to you rather than you coming to us to receive it?

Shaw: Absolutely, I think you would lose a lot of interest if some of the men had to go away from home for extended periods.

Cooper: Fine. So I think we can conclude that the RT package more or less meets the bill and I am sure we all agree that it is the most important dimension of the SAR organisation. Without good communications, most services would be that much more difficult. If we can go on now to radar training—and I appreciate that those who are operating the smaller lifeboats may not be familiar with radar—have you received any formal radar training Bob?

Maiden: Not from the Institution, but I was sent by the Institution to do a RNLI course at the Merchant Navy College at South Shields on radar navigation and SAR. There were several coxswains on

the course and we were kept on the go all the time.

Cooper: How much time did you spend operating radar before you received the training?

Maiden: Only when we were bringing our boat from Littlehampton.

Cooper: Steve, what radar training have you received?

Shaw: Only on board training when we were in Poole and some previous experience.

Cooper: How many of your crew have had radar experience?

Shaw: We have got two professional radar operators in the crew, one is ex merchant navy and the other is an air traffic controller.

Cooper: As a matter of policy do you tend to ensure that one of those two actually man the equipment?

Shaw: It depends on the circumstances. One of them in particular has very good local knowledge and if it is an inshore rescue at night if I can get him I put him on the radar.

Cooper: Going across to Martin, had you had any previous radar experience before becoming a crew member?

'Self help is very important'

Harwood: Very little—we had a go in the training unit when we did our initial training in Poole, which was very useful. Also, the two experienced lads give us internal training.

Cooper: I think it is very important, this self help factor where you have an expert within your crew to exploit his knowledge.

Shaw: I think we have probably got four or five members of the crew who are now very competent on the radar.

Cooper: Good. That is very encouraging. Now, coming to John who is here in his capacity as helmsman of the Appledore Atlantic 21 but is also the second coxswain of the Appledore lifeboat. What radar training have you received so far?

Pavitt: Our boat has had radar for some time. I did do a RNLI NAV/RAD/SAR course at the Plymouth polytechnic and I found that a great help. It has also helped in training other crew members. We have also had a visit by the radar caravan.

Cooper: Ian, have you had any radar experience?

Stringer: Very limited.

Cooper: Do you hope to become a full-time member of the Eastbourne offshore lifeboat?

Stringer: Yes, that is normally the way.

Cooper: You progress from the ILB to the lifeboat so if the radar caravan was to turn up at Eastbourne would you try to get on a course?

Stringer: Yes.

Cooper: Fine. How many of you practise plotting during the course of a service?

Maiden: Sometimes in the Waveney there's no one keen enough to drop down below if it's bad weather.

Cooper: But if needs must you have the ability to plot?

Maiden: Oh, yes.

Cooper: So we have covered RT and radar and during the radar discussion we mentioned navigation. NAV/RAD/SAR courses are held at various nautical colleges around the country and the RT caravans have the capability of providing training in such things as DF and a limited amount of navigation instruction. This is usually offered on request.

Maiden: We did have a visit from an instructor who conducted a course on navigation, DF, etc.

Cooper: Can we go on now to talk about the Atlantic 21 training. The formal training is carried out at Cowes base on the Isle of Wight. John, have you attended the course and how did you find it?



Helmsman John Pavitt

Pavitt: Yes, I found it very good. Several of our lads have attended. We had an Atlantic 21 before we went on the course so we were wise to what was going to happen. There were still a lot



Hard at work in the training centre

of points made which we found of value.

Cooper: As a percentage how many of your Atlantic 21 crew members have completed a Cowes Base type training?

Pavitt: Fifty per cent I would think.

Cooper: Certainly all the helmsmen?

Pavitt: Yes.

Cooper: Ian, your inshore lifeboat training would be mainly through regular exercises with the divisional inspector and your own station exercises?

Stringer: Yes, at the moment I am doing a lot of training—we have five new hands and we are off every week training them.

Cooper: Would you just give us a general outline of what sort of training you put them through?

Stringer: Anchor drill is, I believe, the most important one for a D class boat. It's such a small boat—it can't stand up to too much surf and that's what you rely a lot on, the anchor, to drop back in on.

Cooper: So this is anchoring and veering down?

Stringer: Yes, the other thing is propeller changes where we launch from an open beach—we tend to go through a lot of props and to the west of us we have got a lot of rocks. We do things like putting the sea anchor over and getting used to sitting right out on the sponson changing the props. Also picking things up out of the water, man overboard and those sort of situations.

Cooper: I think it is fair to say that generally speaking the small D Class inshore lifeboat training is done at the

station through the inspector and the senior crew members passing on their experience to the more junior ones. Another aspect of local training which has been on the go for many years is first aid. It is a requirement for some crew members to be certificated first aiders and training is usually received at local St John Ambulance first aid courses. How many of you have done the first aid course? Ian, Steve, Bob and John, that's good. John, where did you do your first aid training?

Pavitt: I attended a course with the St John Ambulance.

Cooper: What about yourself, Bob?

Maiden: We did it with St John Ambulance. I think just about every man in the crew has his first aid badge.

Cooper: I take it then that you feel it is part of a lifeboatman's qualifications that he should be a first aider?

Maiden: Quite definitely.

Cooper: Do you think the first aid training you use which is mainly, may I suggest, shore orientated, is suitable for the lifeboat environment or do you think there is a requirement to provide something further?

Maiden: Yes, it could probably do with being a little bit more lifeboat orientated.

Cooper: Steve, what is your experience in first aid?

Shaw: Well, St John Ambulance run a yearly course on Alderney and we have eight first aiders on the crew. Going back to your question about first aid on a lifeboat, in my experience it is different to that taught by St John. I am not quite sure how they would change it.

Cooper: How often do you attend courses, Steve?

Shaw: I have done it every three years but four of the crew are attending them yearly.

Cooper: First aid does tend to be an ever-changing thing and what was in vogue last year may not be in vogue this year so it is important to try and keep up to date. John, what first aid training have you done?

Pavitt: St John Ambulance and the Red Cross.

Cooper: Ian?

Stringer: Well, one of the courses is run by a crew member who is a leading ambulance man—he does the St John course and our doctors are also very keen and examine us. Ninety per cent of both crews have first aid certificates.

Cooper: This year the Institution's annual medical exercise will be held off Whitstable, involving Sheerness, Whitstable, Margate and Southend lifeboat stations (see page 192). Next year it will be held off Dublin, so that will give the Irish stations a chance to participate.

I would like now to open the discussion on a much broader basis and talk about the value of exercises from a training point of view. Bob, would you like to kick off and tell us your thoughts on exercises and how valuable they are to ensure that the crews are kept trained and up to date.

Maiden: We have the two boats which we exercise regularly—the Atlantic 21 and the Waveney. When some of the lads came back from the course at the Isle of Wight there was quite a marked difference in the handling of the boat.

Cooper: When you take your crews out on exercise what sort of routines do you run?

Maiden: Well, just about everything. Towing the big boat with the Atlantic 21, manoeuvring alongside at speed, stretcher drill, breeches buoy, just about everything from the two boats.

Cooper: So, you really carry out the same procedures as if the inspector was on board?

Maiden: Yes.

Cooper: Do you think the exercises are held often enough to keep the men fully trained?

Maiden: It is definitely a better idea to hold them monthly. When we had to hold them every six weeks, if you were called out on a service between exercises, some of the lads who did not go



Coxswain Robert Maiden

on the service could go three months without getting aboard the boat.

Cooper: So now you can carry out your monthly exercises regardless of whether you have just had a service call?

Maiden: That's right.

Cooper: And you think that is a step in the right direction?

Maiden: Definitely, yes.

Cooper: Steve, how do you run your exercises?

Shaw: Very much as Bob. We go through everything that the inspector would do when he takes the exercise, plus blind navigation through various passages. As Bob was saying the problem is keeping the lads afloat.

Cooper: Do you think the frequency of exercises is adequate?

Shaw: I think we probably do slightly more than the monthly one. It is certainly necessary.

Cooper: In addition to being coxswain of your boat, do you see yourselves as instructors?

Shaw: Absolutely.

Harwood: Yes, obviously I share the load with Steve with training and exercises—we take it in turns a bit. I think it is essential that you train regularly. If you leave it for a while then the use of the equipment very easily goes out of your mind.

Cooper: John, I am sure that from time to time you are called upon to exercise the Appledore lifeboat in the absence of your coxswain. How do you conduct a coxswain's type exercise?

Pavitt: We just run through more or less the same as everybody has said. We go on monthly exercise with the Watson and take out the Atlantic 21 once a

week and exercise with that. It keeps everyone on their toes.

Cooper: Do you see yourself in addition to being the boat's officer as one of the instructor's at the station?

Pavitt: Yes. If you have new crew coming along then you have to instruct them as to how to run the boat and the various types of equipment you have.

Cooper: We are living in a changing environment now. In the old days you had plenty of offshore men who were tradesmen in the sense that they could step aboard a lifeboat and could carry out the various routines with perhaps the minimum of training. But today the vessels are more sophisticated and the coxswain, in addition to all his other duties, has to be the instructor at the station. He also has an additional responsibility of seeing that his crews are absolutely up to date on all the procedures that they are required to carry out

Watson and of course training in that was completely different than the training in the Waveney. The old inspectors used to be there for the breeches buoy and the drogue and in the Waveney the emphasis is more on fire fighting, injuries, etc.

Shaw: Being a new station we looked upon the change of the inspector with some trepidation, not having experienced it before, but everything has continued on similar lines, with a different emphasis on various areas.

Cooper: Do you look upon your inspector as an inspector or more in the nature of a wise counsellor who gives you instructions whenever required?

Shaw: He's both. Primarily he is an inspector but should you have problems he is there to turn to.

Harwood: We have changed from one inspector to another recently and I

Exercises with DIs and helicopters

during normal lifeboat duties. Would you all agree with that? (*General agreement*). If we can now go on to the divisional inspector's exercises. How do you find them—something to look forward to, glad to get over or something you dread?

Maiden: We look forward to them.

Cooper: You usually feel up to all he asks of you? If you ever get stuck or caught out, or he throws a googly at you, do you find that he will give you advice?

Maiden: Yes.

Stringer: We see him every six months and run through the standard exercise procedures. Now we have a lot more crew it is taking more time.

Shaw: We look forward to seeing the inspectors—we get on well with them and it's a bit of an occasion for us. Also I like the exercise because it keeps us on our toes. At the end of the day we know whether the training has been good.

Pavitt: I enjoy the problems that he presents you with. When the inspector comes he can present you with a set of circumstances and say "*work your way out of that one*". I find that of value.

Cooper: I think some of you may have been in long enough to experience a change of inspectors. Do you find that in changing your inspectors the accent is put on different aspects of training?

Maiden: Originally I was in the 47'

think that is quite good because you get a different viewpoint and I also think it is good because he is your main link with the home base of the R.N.L.I. Hopefully any new ideas we get or ways of doing things will go back to HQ and vice versa.

Cooper: We would be the first to admit that we do not have the monopoly of good ideas. Many of the good ideas introduced have originated from lifeboat stations through people who are constantly at the "coal face". Let us now discuss helicopter training, which is something that is becoming more and more part of our everyday life. Bob, which base do you exercise with?

Maiden: RAF Boulmer, Northumberland. I've done a course with these as well.

Cooper: Tell us something about that course.

Maiden: It was organised by our inspector and was one of the best courses I have been on. We had a lesson on helicopters with the chap in charge of the station and then had a lesson with the helicopter pilot and went up the coast with him. On the Saturday night we exercised with lifeboats, both ways up and down, and on the Sunday we had a seminar. It was a good weekend.

Cooper: Steve, what helicopter training have you received?

Shaw: We exercise almost once a month with the Royal Navy helicopters from Portland, with whom we have a close liaison, and Culdrose or RAF Valley.

Portland come over regularly and stay on the island and we know them very well.

Cooper: Martin, as second in command of the Alderney lifeboat, have you had sufficient helicopter training to handle most given situations?

Harwood: Yes, obviously Steve and I share the load a bit. We have recently had a couple of exercises with fixed wing aircraft.

Pavitt: We have Chivenor just across the water from us and I can see the problems from both sides, the helicopter side and the lifeboat side. I was involved with the helicopters when I worked for the Ministry of Defence. I have about 1000 flying hours with search and rescue helicopters. Nearly 60 per cent of that was working with lifeboats.

Cooper: So you really are a helicopter expert from the point of view of winching, etc and a good example of being the right man in the right place. Ian, where do you get helicopters from to exercise at Eastbourne?

Stringer: Manston or Lee-on-Solent. Normally Manston.

Cooper: Well it has been a very interesting conversation and it's nice to know how you all approach the problems of training. I would like, very briefly, to give you a sitrep of what the future holds. You may or may not know that we have now a purpose built training school at Poole where we run sea training courses for crews receiving new lifeboats, consisting of 50 per cent sea training and 50 per cent classroom training.

The extended passage to station after training is completed is under the command of the inspector or his deputy and is part of the training package. When the boat arrives at station those who did not have the opportunity to take part in the initial training have the opportunity of doing a further extended passage.

Also at Poole we have designed and run a prototype course for boats officers—this course will cater for newly appointed second coxswains. The training will be of an advanced nature, concentrating on search pattern techniques, modern electronic equipment, duties and responsibilities of the on-scene commander, etc. This is going to become a standard course for new boats officers.

We have also designed a short introductory course for station honorary secretaries (see page 193) to allow honorary secretaries an opportunity of meeting the people they deal with at Head Office on a day-to-day basis and to obtain a good understanding of the operational management of a lifeboat station.

We are currently working on a first aid course, the aim of which will be to provide crews with training in casualty



Coxswain Stephen Shaw

handling in a lifeboat environment. This package will be taken to the coast in the mobile training units as is RT and radar training at present. The course is the brainchild of Dr Bill Guild, a member of the Medical and Survival and Boat Committees. Dr Guild ran a prototype course for inspectors a few months ago over two weekends at Edinburgh University and the inspectors were convinced that this was something that should be taken to the coast.

TRAINING 'ON THE RIGHT ROAD'

In conclusion, gentlemen, we have looked at the training that is currently on offer, discussed the pros and cons of radar training, NAV/RAD/SAR training, Atlantic 21 training, sea training at Poole, your local first aid training and the benefits of your own and inspector's lifeboat training exercises in respect of training, we have discussed your roles as instructors and we have discussed something of the future. The training department at Poole is growing rapidly—the training requirement is large and we accept that it is our responsibility to see that crews are kept up to date and can fully exploit all the equipment they are provided with. However, in imposing the disciplines that come with training we are very conscious that it is putting great demands on your time over and above that which you already give on operational services.

I think you will all accept that there has to be training. Are we on the right track or have you any other suggestions that should be considered?

Pavitt: I think you are on the right track, going to the stations where you possibly can.

Shaw: Yes, you are going to get a greater number of crew using your facilities if you take the facilities to

them. If they have all got to go to Poole, for various reasons a lot of them won't be able to make it.

Cooper: It is not very often you change a lifeboat, so a sea training course is a one-off event which we find that everyone bends over backwards to try to attend. We are aware that the crews at local stations are vying with each other to get on that particular course. The boats officers' course we feel should be done at Poole because we want to get boats officers together collectively, where they can receive advanced training—I don't think there is any alternative to that, otherwise we would be trying to run fairly sophisticated courses for single people at various stations, which would prove somewhat expensive, to say the least.

I am conscious of the demands on your time and if there are any other ways in which we can reduce our demands, please let us know. The last thing we want to do is to go down the training road, producing all sorts of courses which we think you need and, at the final analysis, end up with crews saying "I am sorry I have got to get out because I cannot meet the training commitment". We haven't reached that stage yet, have we?

Stringer: No.

Pavitt: I think for the boats officers' course it is a good thing that you all get together because there is a lot to be learned just by listening to other people's ideas of how they handle particular incidents. There is a lot to be learned chatting amongst yourselves.

Harwood: Most of the crew don't mind giving up as much time as they possibly can, so long as it is not wasted.

Shaw: I was just wondering whether or not it would be worthwhile if one had to do a 12-monthly or whatever exercise with a flank station.

Cooper: It is a good thing to get together occasionally and do bear in mind that you have your divisional inspectors who can organise such events. In our experience nothing but good can come of it.

Now that we have a training department, if you have any particular training problems, please put them to your divisional inspector, through your station honorary secretary so that they can be fed back to the training officer and be looked at.

It may be possible to give you some *ad hoc* training to meet your own particular requirements. So, bear in mind the department exists, don't hesitate to make use of it. Please remember, headquarters staff are there to serve you.

Thank you, gentlemen, for attending this discussion. It has been a very useful exercise.

Handling heavy surf in the USA

AT THE MOUTH of the Columbia River on the state border between Oregon and Washington lies Cape Disappointment. Here, where the great Pacific rollers meet the outrushing river as it disgorge its contents into the ocean, is an area known as "The Graveyard of the Pacific". It is also the daily work place and training ground for the United States Coastguard Motor Lifeboat School. Instructors and students make use of the almost constant heavy surf to practice the techniques necessary for handling 44ft lifeboats, which are virtually the same as our Waveney class, in heavy weather. Situations which require the helmsman to take positive, precise and correct action abound and are constantly monitored by the instructor standing at his side.

The Heavy Weather Coxswains' Course brings young uscg lifeboat coxswains from all corners of the USA to further their knowledge and improve their techniques. The training is both physically and mentally demanding with all mistakes and bad practices being highlighted and corrected by the staff throughout the month-long course. It was into this environment that I accompanied two RNLI 44ft Waveney coxswains during May. Coxswain Ron Cannon of Ramsgate and 2nd Coxswain Mike Coates of Whitby and myself were to join the uscg coxswains attending course number 1087 of the Heavy Weather Coxswains' Course.

An invitation had been extended by Commander Dein, us Coastguard, during a liaison visit to RNLI Headquarters, for us to be the guests of the United States Coastguard. It was, however, only by the kind donation by Virgin Airlines of free flights to the USA that the invitation to attend the course could be accepted.

The Motor Lifeboat School is under the command of Chief Warrant Officer Gary Walker. His staff of 10 expert instructors teach 11 one-month duration classes during each year, both afloat and in the classroom. The staff assume that the students are already competent lifeboat coxswains and that their



Through the surf: one of the United States Coastguard Motor Lifeboat School's 44ft lifeboats in action at Cape Disappointment.

By Lt Alan Tate, Staff Officer Operations (Training)

knowledge of navigation, boat handling, etc. is sound, in order that they may concentrate, in the main, on the heavy weather practical aspects.

The classroom period covers wave formation and surf behaviour, electronics equipment, briefings for each afloat session, constant examination and preparation for night navigation exercises and the like. Failure of any examination, or if the student is unsafe and does not respond to "coaching" when operating in the heavy surf, means that he is returned instantly to his unit. All of the students present wanted to complete the course and most put in extra time to brush up on any aspects they were concerned about, while the instructor acted as an individual counsellor helping as required.

The training at sea covered all aspects of heavy weather operations and the ability to go into heavy surf to practice and to come out again whenever necessary to debrief was most convenient, especially as it is only 10 minutes from the school.

The RNLI contingent performed well

despite being much older than their American counterparts. The course was physically demanding, as those who have experienced constantly breaking seas will know. To practice again and again, in 18ft surf, exercises like man overboard using a dummy, utilising wave avoidance techniques, but taking those large breaking seas which cannot be avoided in the correct attitude, makes everything second nature.

A new experience for most was the surf swim! This required teams of three to jump overboard into the surf and



swim ashore experiencing all the problems that being in surf presents and also how to control the situation as far as that is possible, by understanding what is happening to the surf and the tidal rip.

Every day was a very full one. The transport to the school left at 0650 and returned at 1700 with some evenings also involving night navigation exercises. The pillow was always most welcome at the end of the day.

I was particularly interested in observing the training techniques and the detailed subject matter in order to ascertain which should be applied to our own training courses.

The course was a most worthwhile experience from which we all benefitted and for that we must again thank our hosts, the United States Coastguard, and especially the Commanding Officer and his Instructors at the National Motor Lifeboat School.



Braced for action: Lt Alan Tate, strapped in and ready for the next wave.

Atlantic College celebrates 25 years

By R. G. Harbour Esq. DLA

THE United World College of the Atlantic is 25 years old this year. What has this to do with the RNLI and what is Atlantic College anyway?

Those who are familiar with the history of the college might well consider it the birth place of the Atlantic 21.

The original idea for an international college was that of Kurt Hahn (of Salem, outward bound schools and Gordonstoun) and Air Marshall Sir Lawrence Darvall. In 1962 the College opened with around 54 boys from various corners of the globe who were brought to this imposing Norman castle overlooking the Bristol Channel. The intention was that young people could study, work, live and play together and in so doing develop an understanding of each others' cultures and views.

Sailing dinghies on the Bristol Channel with its large tidal range (second highest in the world) soon showed the need for a fast beach launched safety craft and so it was that the college's first headmaster Rear Admiral Desmond Hoare, a member of the Royal Institution of Naval Architects, began the story of the Atlantic 21 with the inflatables of the time, craft such as Gemini and Zodiacs.

Because of the bouldered, rocky foreshore the boats were constantly in need of maintenance and in the surf conditions caused by the prevailing south-westerly winds the boats had a nasty tendency to fold on a wave. It was at this point that the idea of a rigid boat developed in Admiral Hoare's mind. To reduce the effects of abrasion on the floor of the craft, strips of marine ply were bonded to the underside and deck boards were placed inside the craft to stiffen them. Much of this early work was done by students under Admiral Hoare's guidance and in subsequent years a great deal of financial and material help was given by the RNLI.

The precise order in which things developed from this stage is a little difficult to gauge since all the accounts to hand vary slightly in detail. It is sure that development took place very quickly, with a lot of time and effort by

all concerned. The amount of wood attached to the boats gradually grew until the stage was reached where the tube was attached to the wood rather than the wood to the boat. The early boats also carried fins on the underside to aid stability but these were no match for the rocky conditions. The hulls themselves became buoyant and hollow. Admiral Hoare set the X programme into action with the ambitious aim of producing a developing series of boats. Around 1964 with X-5 the RNLI showed great interest and trials were conducted with the Institution. In the boat X-8 was manifested the idea of a v-ee'd hull for stability with a flatter, after planing, surface for speed and fuel efficiency. In 1969 *Psychedelic Surfer* was produced in a matter of weeks and entered for the Round Britain Powerboat Race. It was the only RIB to compete, certainly the smallest boat in the fleet, and so did very well to finish in the first 20 boats after the gruelling 1700 miles.

Around the same time as the college's work Stuart Galt was developing v-ee'd rigid hulls from within his plastics company. X-10 was Atlantic College's only attempt at plastics with a foam-sandwich construction. X-13 had twin tubes, one stacked on the other, giving rise to the term *double-bubble*.

By the time X-17 was constructed the path was clear to the B-boat line and X-17 was later renamed B-3. Much of the development work now passed to the RNLI though boat construction and operation were still important features of the student life at Atlantic College. The early B-boats were wooden hulled, B508 being the last of such hulls. Lt David Stogdon continued to introduce many of the features seen on today's B-boat, delta seating for better crew visibility (the college boats had been in line seating), self-righting capability and with a good deal of help from the British Hovercraft Corporation. The bow section was further v-ee'd to prevent "suck down" of the bows in following seas. In 1972 the first Atlantic 21 went on station at Hartlepool and since this time Cowes base has continued to

make many welcome minor modifications to this very seaworthy boat. So it is that in the 25 years of Atlantic College the Atlantic 21 could be regarded as 15 years old.

Atlantic College now has around 350 students from as many as 60 countries. All the students are selected without regard to their ability to pay and the college is working hard towards a situation where the intake is 100 per cent funded by scholarships. Unlike the early days of boys only, the college is now mixed and all students follow an intensive academic study programme of six subjects for the International Baccalaureate (another venture in which the college played a major role).

It is a fundamental of the IB and of Kurt Hahn's philosophy that students should contribute a service to their community. Such service consists of inshore lifeboats, cliff rescue—a coastguard station is based in the college—beach rescue, environmental monitoring, social service, estate service, etc.

While all these areas are very worthwhile and demanding, I shall deal mainly with the ILBs. Students join the college in September, some being unable to swim and many perhaps never having seen the sea before. Despite all this they may well choose ILBs as their service. In their first year they spend two hours per week at sea in the college boats (the S boat series) learning basic seamanship from their second year and, in another two hour session each week, they all train for the Royal Life Saving Society Bronze Medallion, maintain their boats and learn theory such as radio, ropework, etc. All first year ILB students take the St John's first aid certificate.

When the students return to college in August as second years they undergo a rigorous and demanding training programme, where their knowledge is extended and applied to the RNLI B-boat. At the end of this training the staff, the Station Honorary Secretary and Deputy Launching Authority assess those who are to become the crew for the coming year and also those who are to become college coxswains and may thus take charge of the boats in the college fleet. It is remarkable to see the standard which is achieved in such a short time and surprise has often been expressed by casualties who find they have been rescued by "a bunch of kids". The crew regularly exercise with our adjacent stations, Porthcawl (D boat) and Barry (Arun). The crews have also often worked with RAF Chivenor (Wessex) and RAF Brawdy (Sea King).

Atlantic College produced the RNLI's first female crew member, Elizabeth Hostredt from Norway, and this year have the first female coxswain, Therese Lundqvist, aged 19, from Sweden.

As we approach the 25th anniversary of the college, we look forward to another 25 years of our very close liaison with the RNLI, which is a link we cherish very closely.



B528 leaves the station, with the college Lasers in the background.

THE LIFEBOAT SERVICE—Past and Present

50 Years Ago

Ship on Fire

By Lieutenant L. A. C. May, R.M. (Ret.),
Honorary Secretary, Holyhead Station.

The telephone rings loud and loud; time 5.25 am, 22nd March 1937. I hasten to answer it and am informed by the coastguard that Seaforth Radio has given them a message that the s.s. *Marie Moller* was on fire ten miles south-west of the South Stack at 4.36 am. I hurriedly dressed and went to the look-out hut to find the correct position of the vessel, calling at the motor mechanic's house on the way, knocking him up and telling him to get on board and start up his engines as soon as possible. Then on to the look-out, arriving about 5.50 am. Here I ascertained, from the information available, the approximate course that the vessel would take, and the maroons calling out the lifeboat were fired at 5.55 am. I went to the lifeboat and, all being in readiness, I gave the acting coxswain his instructions, and the lifeboat left her berth at 6.5 am, exactly thirty minutes from the time I jumped out of bed to answer the first telephone call.

Bitterly Cold

It was bitterly cold, a thing I had not noticed till after the lifeboat had set out. A lumpy sea and strong gale, with, at intervals, flurries of snow and showers of hail (this weather improved as the day wore on). The lifeboat was many times completely hidden from view, but making good progress, she came up with the *Marie Moller*, which by this time had been sighted coming round the North Stack, escorted by the liner *Accra*.

The *Marie Moller* continued to make good headway towards Holyhead, and the lifeboat made two attempts to get alongside her to windward while she was under way. She could not do it, on account of the heavy seas. Then she tried to get alongside to leeward, but was enveloped in thick black smoke which was too much for her.

The flames had by this time reached the navigation bridge; the saloon deck and fittings were burning; the vessel had slowed down (probably because the engineers and firemen had been driven from their posts by the fire), and an anchor was let go.

The lifeboat then attempted to get the *Marie Moller* in tow by taking a hawser from her to the Trinity House steamer *Beacon*, but the rope parted. The master, seeing the hopelessness of dealing with the fire, which was rapidly spreading, decided to get the crew out of the vessel, and, calling the lifeboat, asked that they should be taken off. The side plating of the ship was so hot that the lifeboat could not go alongside, and had to get under her quarter.

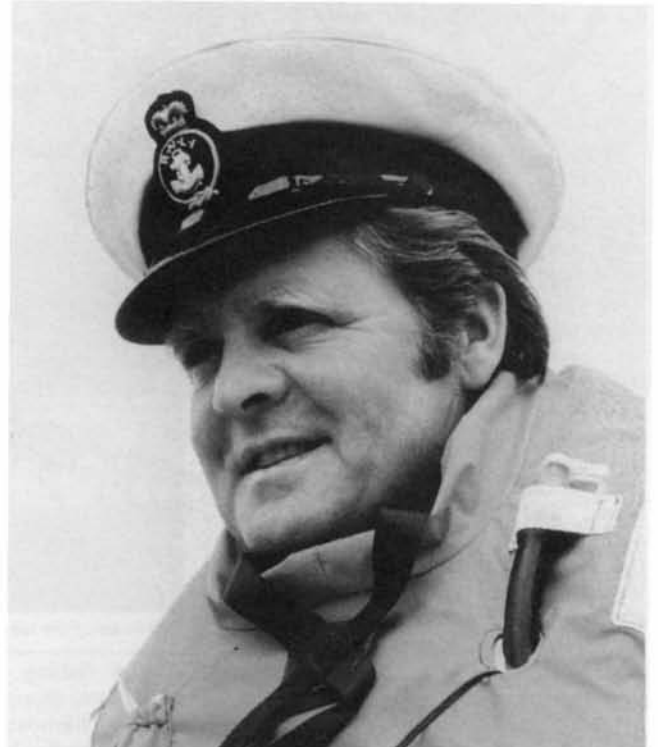
Fifty-Nine Saved—and the Ship's Dog

Fifty-nine men, mostly Chinese, with their belongings and the ship's dog, were brought ashore the first trip, and when the lifeboat returned to the ship she found that the master, officers and remainder of the crew had been taken off by the *Beacon* after a violent explosion in the hold. Two of the ship's boats were found and brought ashore, and the lifeboat then left the ship, which was well alight from end to end, and returned to her berth.

The master (Captain Anderson) gave the ship's papers to the coxswain of the lifeboat to bring ashore for safe custody. I returned them to him and he thanked me for the prompt arrival of the lifeboat and for the help given him. He told me that he had had a very trying time. The fire had started soon after midnight, followed by an explosion. They had used every endeavour to deal with the outbreak, but the heat had become more intense, and they had been driven from the bridge and had had to navigate and steer the ship from aft. The cargo consisted of ground nuts and linseed cake, which had burned furiously, and the fire had spread very rapidly.

The crew were cared for by the representative of the Shipwrecked Mariners' Society, and the *Marie Moller* herself was beached by the salvage steamer *Ranger*. There she was still burning three days after, the flames reaching a great height, and was likely to burn for another twenty-four hours.

Today's Lifeboatmen



Coxswain Albert Brown of Workington joined the lifeboat crew in 1971, becoming coxswain in 1972. He was awarded the bronze medal in 1974 for the rescue of seven people from the fishing vessel *Kia Ora*, dragging her anchor half mile east of Hestan Island in a storm force south south westerly wind and a very rough sea. Albert works for a local marine engineering firm and his spare time is spent in building his own house. He is married with two sons, the eldest being a member of the lifeboat crew.

Facts and Figures

In 1987 the RNLI's lifeboats have so far launched 1,572 times, saving 638 lives.

In 1986 lifeboats launched 3,712 times (an average of over 10 times each day) and saved 1,424 lives (an average of over three each day).

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

Sixty-two per cent of all services were to pleasure craft.

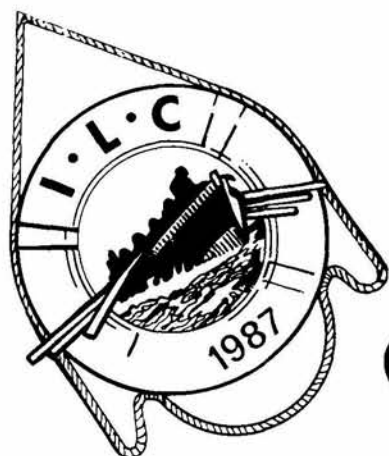
There are 261 lifeboats on station and a further 97 in the RNLI relief fleet.

115,613 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	£8,250
17ft 6in class inflatable	£10,500
21ft Atlantic rigid inflatable	£31,000
47ft Tyne	£450,000
52ft Arun	£415,000



Lifeboats of the world

The 15th International Lifeboat Conference took place at La Coruna, Spain in June this year. The RNLI was represented and, here, Public Relations Officer EDWARD WAKE-WALKER reports on the continuing dialogue between lifeboat societies from around the world

Co-operation keynote

IT WOULD be wrong to suppose that it is only once every four years that lifeboat organisations throughout the world have the chance to exchange ideas and views on saving life at sea. There is, in fact, a constant dialogue between nations, regularly through the annual journal 'Lifeboat International' and less formally, but just as importantly, through individual countries consulting over specific matters. For example, the North and South Holland lifeboat societies have been collaborating with the RNLI in the development of the water-jet driven rigid inflatable Medina concept and US Coast Guard naval architects visited Holland, Scandinavia and the RNLI to gather useful information in working up plans for a replacement to their 44ft surf lifeboat (an adapted form of which became the RNLI's highly successful Waveney class lifeboat back in the sixties).

But it is the four-yearly conference which undoubtedly provides a focus for international co-operation and the fifteenth conference at La Coruna in Spain last June brought together more delegates from more countries than ever before. As well as many of the European countries, including the Faroe Islands, Turkey and Poland, representatives from as far afield as China, Spain, the USSR, Uruguay, Saudi Arabia and Australia were among the 100 delegates to enjoy the attentive hospitality of the Spanish Red Cross of the Sea.

The RNLI, who act as the permanent secretariat for the International Lifeboat Federation, (the name was changed at La Coruna from the International Lifeboat Conference), sent a delegation led by The Duke of Atholl, the Institution's chairman and were also represented by the new 52ft Arun Class lifeboat, *Roy and Barbara Harding*, which sailed to Spain shortly before she went on service at Galway Bay in the Irish Republic. Although an impressive sight at La Coruna and one which elicited many admiring remarks among foreign delegates, the Arun was not the largest lifeboat to visit the conference. This place was filled by the Norwegian vessel *Skomvaer III*, a 19.6 metre, 26 knot lifeboat newly designed to work with the country's growing fleet of



Lifeboats of the world gather at La Coruna.

coastal fishing vessels and pleasure craft. She, along with a new 10 metre Swedish lifeboat, capable of 32 knots, called in at Poole on their way to Spain and continued their passage in company with the RNLI's Arun.

France also sent her latest 15 metre lifeboat to the conference and the Spanish themselves ensured that lifeboats from their fleet (which includes the Atlantic 21 design, passed on to them by the RNLI) were on show for the delegates. Other countries for whom distance prevented them from displaying their lifeboats were nonetheless able to present papers on existing and future designs. Poland gave details of a new shallow draft, 15 knot lifeboat and South Africa reported on their satisfaction with a 38ft Lochin designed lifeboat, capable of 26 knots, resembling, to some extent, a stretched version of the RNLI's 33ft Brede.

The US Coast Guard were able to enlarge upon their plans for their new

25 knot, all aluminium, 47ft heavy weather and surf lifeboat and Lt Cdr Ted Over, the RNLI's chief technical officer, outlined the Institution's development of the fast carriage lifeboat, soon to become a reality at stations around our coast.

A common thread which ran through all the papers presented on new lifeboats was the requirement for speed and power. Speed to reach the casualty quickly and power to ensure manoeuvrability in tight corners. The RNLI is itself at the very early stages of designing a new fast afloat boat to replace the Waveney and eventually the Arun. The Institution's naval architects will be looking to build a lifeboat faster still than both these classes and the information proffered at the conference will undoubtedly be taken into account as the new design is developed.

The Conference did not only look at new lifeboats. Captain Marc Claus, nautical director of the Belgian Pilotage and Sea Rescue Service, who found himself co-ordinating the rescue operation at Zeebrugge following the capsizing of *Herald of Free Enterprise*, passed on some of the lessons he learned on the fateful night. The situation was unique in many ways but where there are many vessels able to help with the rescue, the larger ones should be kept at a distance as they can hamper each other and impede smaller more suitable craft such as lifeboats, tug boats, fishing boats, workboats and smaller coasters. He also listed some of the equipment essential for such an operation and this included

(Continued on page 205)



The Duke of Atholl, who headed the RNLI delegation.



CEREMONIES



Portaferry, May 9, 1987

There was a large gathering for the naming ceremony and service of dedication of the new Portaferry Atlantic 21 lifeboat *Blue Peter V*. The occasion included the official opening of the new boathouse, made possible through the generosity of the local community and donations to the Mountbatten Ulster Appeal, launched by the "Belfast Newsletter" as a tribute to the former Admiral of the Fleet, The Earl Mountbatten of Burma.

Chairman of Portaferry station branch, Major W. S. Brownlow, opened the proceedings by welcoming the guests before Dr T. Francis Duff declared the boathouse officially open. Mr Wilson Ervin, CBE, a member of the RNLI Committee of Management, thanked Dr Duff and accepted the boathouse on behalf of the Institution.

Vice Admiral Sir Arthur Hezlet, KBE, CB, DSO, DSC, DL, a vice president of the RNLI, delivered the Atlantic 21 into the care of Portaferry lifeboat station and the vessel was accepted on behalf of the Portaferry branch by Dr W. P.



First launch for *Blue Peter V*.

Brown, the station honorary secretary.

Also taking part in this memorable occasion were Dr Barry Bramwell, president of the station branch and Mrs W. S. Brownlow, president of the Portaferry Lifeboat Guild who thanked the community for their outstanding

support of the boathouse appeal.

The service of dedication was conducted by the Rev Canon W. J. Arlow, assisted by the Rev P. Neeson, the Rev I. Wilson and the Rev A. D. L. Sleath. The lifeboat was officially named by Dr Duff.

Triple celebration



Cardigan, June 20, 1987: There were three good reasons to celebrate at Cardigan when the new lifeboathouse was opened at Poppit Sands; the station's new C class inflatable lifeboat was dedicated and a commemorative vellum to mark 100 years of lifesaving was presented to the station. Guests were welcomed by Mr Alan Griffiths, chairman of Cardigan station branch, before Miss Elonwy Harewood Williams, representing all those who had contributed more than £10,000 to the local appeal to fund a new lifeboathouse, handed the keys to Mr Raymond Cory, a deputy chairman of the RNLI. Mr John F. Hopkinson, of Windermere, Cumbria then formally handed over into the care of the RNLI the new 17ft 6in C class inflatable lifeboat provided by his late wife, Mrs Nancy Lynde Hopkinson. Gratefully accepting the lifeboat, Mr Cory placed it in the care of the station, represented by the honorary secretary, Mr Vernon Evans, who also received from Mr Cory the centenary vellum. Following a service of dedication, conducted by the Vicar of St Dogmaels, the Rev Eric Rhys Williams, Mr Hopkinson inspected the lifeboat and met the crew, before an exercise involving the lifeboat and a rescue helicopter from RAF Brawdy.

photograph by courtesy of Jeff Morris

Howth, May 16, 1987

A huge gathering of lifeboat supporters and branch and guild members attended the naming and dedication of Howth's new 52ft Arun class lifeboat *City of Dublin*, despite the poor weather of May 16. The St Lawrence Pipe Band played as the guests arrived and then Mr John Guinness, chairman of Howth lifeboat station branch opened proceedings by welcoming the dignitaries, donors, supporters, lifeboat crews from around the coast and in particular the Duke of Atholl, chairman of the RNLI. A special committee, chaired by the Rt Hon Lord Mayor of Dublin, Alderman Bertie Ahern, TD, Minister for Labour, had been formed to raise half the cost of the new lifeboat and Mr Harry Hannon, vice-chairman of the appeal executive committee, before delivering the *City of Dublin* to the Institution, thanked all who had supported the appeal fund, standing then at more than £200,000.

The Duke of Atholl accepted the lifeboat on behalf of the RNLI and delivered it into the care of the Howth branch, for the use of Howth lifeboat station. In doing so he said: "*It is always pleasing to visit Ireland, where a warm and hospitable welcome is always assured. It is particularly pleasing to be present at such a significant occasion as this in Howth's lifeboat history. I would like to add my good wishes to the Howth crew and to compliment them on their splendid lifeboat station.*"

Mr Norman Wilkinson, branch honorary secretary, accepted the lifeboat. The service of dedication and blessing

was conducted by the Most Rev Donald Caird, DD, Most Rev Monseignor Richard Maher, Dr William O'Neill and the Rev Christopher Walpole. The Boys Brigade Band and a choir drawn from the local churches led the singing of Eternal Father Strong to Save.

Mrs Maura McLoughlin, president of Howth Ladies' Guild and wife of the coxswain, proposed a vote of thanks to all those who had taken part in the ceremony.

Then, the Lady Mayoress, Mrs Miriam Ahern, stepped forward to name the new lifeboat before Coxswain Gerry McLoughlin invited the platform party on board for a trip to sea where the *City of Dublin* was joined by an Irish Air Corps helicopter for a joint exercise.



Howth naming ceremony.



Sunderland, June 4, 1987: The first of two D class inflatable lifeboats funded by a successful Lifesaver Appeal on BBC Radio Newcastle last year was formally handed over and dedicated at Roker Foreshore, Sunderland. Following an opening address by Mr Geoff Snowball, chairman of Sunderland station branch, Mr Bob Wrack, station manager of BBC Radio Newcastle handed the lifeboat over to Mr Ray Kipling, assistant director of the RNLI, who accepted it on behalf of the Institution. Mr Kipling then placed the boat into the care of Sunderland lifeboat station in the person of station honorary secretary Mr Jerry Finn. The Rev Ian McLeod led a short service of dedication before the Mayor of Sunderland, Councillor John Mawson named the boat *BBC Radio Newcastle I*, watched by Mr Wrack (right), Helmsman Mike Tighe and the crew. *photograph by courtesy of Sunderland Echo*

Blyth, July 17, 1987: The second D class inflatable lifeboat to result from the radio station's appeal was dedicated and named *BBC Radio Newcastle II* by Mrs Margaret Day, Mayoress of Valley Borough Council at a ceremony at Blyth lifeboathouse in July. Earlier Mr D. G. E. Kent, chairman of Blyth lifeboat station branch welcomed those in attendance, including Mr Chris Warbis, who represented the radio station on this occasion. Mr Denham Christie, a vice president of the RNLI, accepted the lifeboat from Mr Warbis before handing it into the care of Blyth station and its honorary secretary, Mr R. Carr. The service of dedication was led by the Rev R. Chapman, Vicar of St Cuthbert's, Blyth.



Happisburgh, May 25, 1987: Most of Britain was bathed in unaccustomed fine spring bank holiday weather, but at Happisburgh on the Norfolk coast, the sun was hidden by cloud and sea mist. However, an indifferent climate could not dispel the air of excitement as the resort's new D class lifeboat was drawn from its boathouse in readiness for the service of dedication.

The flags flew and the bunting fluttered as visitors and locals alike gathered in their hundreds to take part in the ceremony and to witness this very special event in the life of the village.

All were welcomed by Mr Gerald Lomax, branch chairman and station honorary secretary, but none more so than Mr John D. Sutton DSO, chairman of the Leicester branch, who officially handed over the boat. It was from fund raising activities undertaken by Leicester schoolchildren that the lifeboat was financed, underlining the strong link between the city and lifeboats on the east coast, stretching back more than a century.

The service was led by the Rev. Nicholas Martin, vicar of Happisburgh and Walcott, most ably supported musically by the church choir and the North Norfolk Brass Band whose confidence and ability belied their youth.

The warmth and exuberance of the atmosphere heightened as the lifeboat was pulled down to the beach, launched into the surf and spray and put through her paces by the crew.

A day for all those present to remember and relish, especially perhaps for the long standing crew member and Senior Helmsman, Cedric Cox—also his 40th birthday.—R.S.

photograph by courtesy of Stephen Ward



CEREMONIES



Borth, July 4, 1987: Bright sunshine marked the appointed day for the handing over and dedication of Borth's new 16ft D class inflatable lifeboat, together with the official opening and dedication of the station's new lifeboathouse. A large gathering saw Mr Trevor Fletcher, chairman of Borth lifeboat station branch, open proceedings, before Major M. S. B. Vernon, MVO, on behalf of M. V. Hillhouse Trust, which funded the new boat, delivered her into the care of the Institution. Rear Admiral W. J. Graham, director, accepted the lifeboat on behalf of the RNLI and placed it in the care of Borth

lifeboat station, represented by station honorary secretary, Mr T. Aran Morris. A service of dedication was conducted by Canon G. K. Williams, former chaplain of Borth lifeboat station, assisted by the Rev Elwyn Pryse, minister of the Presbyterian Church of Wales. Later, Major Vernon met the crew, inspected the lifeboat and boathouse and watched the new craft being put through her paces before he was invited to go to sea for a first hand demonstration of the boat.

photographs by courtesy of Jeff Morris

Technology update for ILC delegates

(Continued from page 202)

hammers and crowbars to break windows and glass partitions, aluminium ladders, harnesses, slings, folding basket stretchers and as many portable lights as possible.

Delegates were also able to draw useful comparisons between different pieces of rescue equipment. Norway introduced a pneumatic line thrower which attracted considerable interest. Because it uses compressed air and no explosives to fire the line, it is safe to use even in inflammable situations. The projectile carrying the line is plastic and would not produce a spark on impact. It is also buoyant and bright orange and therefore easy to locate in the water. The line gun has a range of 300 metres and is economical to use as it is easily reloaded, using the same projectile, and the air cylinder can be recharged aboard the lifeboat.

The effects of cold and equipment needed to combat it was the subject of some discussion at the conference. The US Coastguard presented a paper on the findings of an experiment to discover likely survival times of people in the water wearing different types of protective clothing. A dry suit or survival suit they concluded, amongst other observations, provided the best protection for prolonged immersion in cold, rough seas.

The best treatment for hypothermic

survivors on board a lifeboat is still the matter of considerable debate. South Africa is experimenting with a body heating device which consists of a tank containing water/glycol fluid and a heating coil. Warm fluid is pumped into a heating sheet which in turn is wrapped around the patient. Temperature of fluid can be carefully and gradually controlled so as not to subject the survivor to rapid change of temperature. This method, some countries felt, was still unable to overcome the

Hazardous cargoes

problem of providing internal reheating to the severely hypothermic patient. A satisfactory method of achieving this aboard a lifeboat is still to be found.

Ships in distress carrying hazardous cargoes are a constant cause for concern to lifeboat crews throughout the world. A paper by the RNLI underlined how essential it was to give accurate and concise details to a coxswain of how to deal with vessels carrying hazardous or potentially hazardous cargoes such as gas or chemicals. A recent important development has been the instalment of EXIS computer terminals at HM Coastguard Marine Co-ordinating Centres. EXIS (Export Information System) will, on receipt of the United Nations number or chemical name, provide fast, succinct information on the substance's

characteristics and on how to deal with its spillage or fire.

The work of lifeboatmen is growing daily more complex; not only in the variety of casualty for which they have to be prepared but in the operation of the lifeboats themselves. Two papers on training lifeboatmen were presented at the Conference. The first dealt with the US Coastguard's Motor Lifeboat School near Cape Disappointment at the mouth of the Columbia River, Washington State. Here, where rough seas and heavy surf can be practically guaranteed, crews are given intensive training in how to handle 44ft lifeboats in the most hostile of environments. Recently two RNLI coxswains who have been operating 44ft Waveney class lifeboats for some years, flew out to the school (thanks to the sponsorship of Virgin Airlines) to sample lifeboat handling drills the American way.

The second training paper was the RNLI's description of its training facilities, including the recently opened centre at Poole headquarters where lifeboat crews, about to receive a new class of lifeboat at their station, spend a week of familiarisation. Half of the time is spent in the classroom and the other half at sea in their new boat, getting to know the latest in communication and navigation equipment and learning how to operate faster, more powerful craft.

Letters . . .

What's in a name?

I was intrigued by the selection of proposed names put forward as alternatives to Shoreline Members (THE LIFEBOAT, Summer 1987, Page 170).

They mostly showed a certain degree of aptness or humour, but frankly I see nothing to beat Shoreline Members unless it is one simpler, Shoreliners.

But your penultimate paragraph leaves me speechless—or nearly so!

As I see it, the *only* people entitled to be called Members of the RNLI are those hardy folk who don their wellies and man the lifeboats come hell or high (or low) water to save life at sea.

They are the RNLI Members to whom all others are subservient.

Beyond, or behind these worthies are the inevitable committees, local, district, area, call them what you will, all beavering away under the general guidance of a central or national co-ordinating committee.

Their task is to keep the boats at sea, using their expertise in public relations, fund raising and the optimization of their resources to maintain an on-going organisation.

They are backed up by the efforts of thousands of good people who give much of their time and effort into raising the wind by countless activities, regularly reported in press or journal.

Their help is invaluable. They are the Support Groups.

Then we come to Derek Jameson's Great British Public which annually dips its hand into its pocket and sends a shower of coinage rattling into the coffers.

Perhaps, too, buying the kids a couple of RNLI pencils when they visit the stations during their holidays.

To them, also, grateful thanks—best expressed by a few choice words around the lifeboat on the little sticky flags. Something simple like *with thanks from the lifeboatmen*.

Finally, we come to a more recent group of people who see the sense in making a small yearly donation. We

few, we happy few who commit ourselves to a few quid each year, preferably (let it be *shouted*) under *covenant* are known as Shoreline Members or, as I would prefer, the Shoreliners.

What more apt name could there be for those of us—while backing the RNLI to the hilt—who stand on the shoreline (with dry feet) and watch others doing all the work?

I am happy to help in my small way and proud of my plastic card and wind-screen stickers fore, aft and mid-ships.

But that gentleman who expects to be regarded as a full member in return for his little voluntary contribution! Surely, he must be joking?—EDGAR GEE, *Whitchurch, Cardiff*.

Toy lifeboat wanted

Twenty five years ago as a young boy, I was the proud owner of a toy lifeboat—a Liverpool type, if my memory serves me right, and driven by a clockwork motor. Following many immersions in sea-water and numerous self rightings in rock pools, the boat became unseaworthy and was paid off. Now that my son is old enough to enjoy one I would dearly love to have a replacement. It was made perhaps by Triang and was about nine or ten inches long.

If anyone reading this has one of these toys and would care to contact me I would be happy to purchase it or make a suitable donation to the Institution.—O. N. CARSON, *22 Well Lane, Yatton, Bristol BS19 4HT*

Thanks . . .

When I joined Shoreline it was to contribute towards the help of others in trouble and with no thought that I might be a recipient of such help.

I was a crew member of the yacht *Papenou* anchored in Studland Bay on the evening of Saturday June 20, 1987 when another crew member was taken ill. A Pan Pan Medico call produced the advice that we should be brought ashore as soon as possible.

We started motoring towards Poole Marina when we learned that our calls had been monitored by the Coastguard and that the Poole lifeboat had been called out to our assistance.

I wish to record my appreciation of



Poole lifeboat Inner Wheel
photograph courtesy of John Buckley

the immediate response and the smooth, slick and professional way in which things happened. In what seemed to be only a matter of minutes the lifeboat appeared and almost before we realised it a doctor and medical crewman had come aboard. Within five minutes our sick crewman had been taken off and was on his way to shore.

We continued to Poole Marina but were very surprised to have an inflatable appear to guide us in in the dark and even more so to find lifeboatmen on the pontoon to take our lines. Their willing help and cheerfulness made things very easy for us at what was naturally a worrying time.—J. WELSH, *Eastleigh, Hants*.

. . . and appreciation

I should like to place on record my appreciation and thanks to the crew, launchers and team of Selsey lifeboat for their efficient and most courteous assistance provided on July 23, 1987.

Briefly, the circumstances were that our yacht *Corsair of St. Helier* was disabled when some rope jammed both the rudder and propeller, immobilising both steering and engine power and leaving us only with sail. By the time they arrived I had managed to free the rudder but was still without engine power, thus making a landfall somewhat hazardous.

Whilst, when I reported the problem to the Coastguard, I never envisaged having to be rescued, clearly the Coastguard's advice in recommending we accept a tow was prudent.

I am sure all too often the service provided by the crews of the RNLI nationally are perhaps taken for granted, but I for one and my family certainly appreciate the good work they carried out and in particular the assistance rendered and I am proud to be associated with the RNLI.—B. LAYMOND, *Stanmore, Middlesex*.



A welcome sight,
Selsey lifeboat City of
London to the rescue.

● Letters to the Editor are always welcome, provided they are on subjects relevant to the lifeboat service or associated search and rescue activities. The Editor would prefer to receive typed material, on one side of the paper only, but will accept handwritten letters, provided they can be read clearly. Material should be addressed to The Editor, The Lifeboat, RNLI, West Quay Road, Poole, Dorset BH15 1HZ, to arrive in good time for the publication dates set out on the Contents page.

Books . . .

● A new, updated version of Gillian Howie and Gillian Zealand's history of Arbroath's lifeboats May 1982 has been compiled by Alasdair M. Sutherland, himself a crew member. With the aid of photographic illustrations **Arbroath Lifeboat** offers a comprehensive history of the lifeboat service from its beginnings in 1803 (before the RNLI), with a description of the first lifeboat and its first recorded service, to the modern day.

The book also lists the lifeboats used from 1865 (*The People's Journal No. 2*) to date (*Shoreline*), their period of use, number of launches and lives saved. Similarly, it lists the coxswains and honorary secretaries from the mid 1860s to date, the ladies' guild presidents, and a map of the operating range of Arbroath's lifeboats. The photographs span a century and portray the community of the lifeboatmen as well as providing an interesting comparison of boats and equipment in use then and now. A useful reference book available from A. M. Sutherland, 6 Elliot Street, Arbroath, Angus, DD11 3BY—J.E.P.



Arbroath lifeboat Shoreline
photograph by courtesy of Downland Studios

● Soay is a small island close to Skye in the Hebrides. People came to live on it during the clearances two hundred years ago. They stayed until 1953 when the whole native-born population was evacuated at their own request. **The Soay of our Forefathers** is their story and the author, Laurance Reed, has told it so that the struggle of past generations may not be forgotten. Mr Reed is donating all proceeds from the sale of the book to the RNLI and the Missions to Seamen. It can be obtained from Mr L. Reed, Isle of Soay, By Mallaig, Inverness-shire, price £3 plus 50p p&p.—M.G.

● **Wight Hazards** by Peter Bruce, available from Boldre Marine, Kestrel Cottage, Shirley Holms, Lymington SO41 8NH, price £4.95 plus 45p p&p.

This 48 page book is a must for anyone sailing around the Isle of Wight. Concise text and 55 aerial and sea-level

Newhaven lifeboat
Keith Anderson



photographs show clearly the rocks and wrecks, and safe passages, as well as pleasant anchorages and landing places. The book is also interesting for a visitor or local keen to learn the names of parts of the coastline and some of its history. For instance, Admiral David Beatty, the hero of the Battle of Jutland was wrecked upon Bembridge ledge in a gale on December 16, 1899—a fact not recorded by his biographers!—G.P.

● In **Dartmouth Royal Regatta from 1834 to the present**, Gordon Davis has written an exciting and precise account of the history of the regatta. Without being too technical he shows how well the development of yachting and small boat sailing during the last four decades of the nineteenth century is reflected in the regatta. The book is well illustrated with regatta scenes from 1871 to the present day, including charts and maps, and there is a brief section referring to the races held in support of the RNLI. The publishers are Harbour Books and the book can be obtained from The Harbour Bookshop, 12 Fairfax Place, Dartmouth, Devon TQ6 9AE at a cost of £4.75.

● In **The Story of the Exmouth Lifeboats** Jeff Morris relates several brave rescues from ships wrecked in heavy seas off Exmouth but it was not until 1858 that the RNLI established a lifeboat station there. This was a Peake type self-righting boat named *Victoria*, rowing six oars, and costing £140. There is a fascinating picture of the second *Victoria* taken outside the boathouse when she was stationed at Exmouth from 1867 to 1884 and many more pictures of each succeeding lifeboat through the years to the present day, with details of their outstanding services. The booklet can be obtained from Mr D. Sargeant, Littlefield Cottage, Salterton Road, Exmouth, South Devon EX8 5BW, price £1.25 plus 25p p&p.

Another of Jeff Morris' little gems is **The Story of the Newhaven Lifeboats**. This is the second edition and brings the station record right up-to-date with the arrival of RNLB *Keith Anderson* in 1986.

The story tells of the extreme bravery and hardship suffered by the crews in the 19th century, who relied on physical strength and stamina over long periods, particularly as many of the rescues were made more hazardous by the condition of the casualties, usually sailing boats with fallen masts, rigging, sails and ropes. The booklet can be obtained from Mr R. Fenner, 59 Vale Road, Seaford, East Sussex BN25 3RZ, price £1.25 plus 25p p&p.—M.G.

● **Lists of British Lifeboats: Part 3, Steam Lifeboats 1888-1901 and Motor Lifeboats 1904-1985** by Jeff Morris. Jeff, well known for his popular lifeboat station histories, has donned his other hat as honorary archivist of the Lifeboat Enthusiasts' Society to produce this comprehensive record of facts and figures covering nearly 500 lifeboats.

Besides such technical data as dimensions, displacement and the number and type of engines, each boat's name, official number, operational number, donor, builder, cost and date of completion are recorded. There are also brief details of stations and dates, together with the number of launches and lives saved. Line drawings of 23 types and varieties of lifeboat trace the evolution from the earliest single engine boats still equipped with sails and oars to the latest Tyne class fast slipway boat.

The completion of Part 3 marks the fulfilment of a lifetime's ambition of the late Graham Farr, Jeff Morris' predecessor as honorary archivist of the Lifeboat Enthusiasts' Society who, ably assisted by his wife, fought against worsening health to complete this unique historical record, but who sadly did not live to see the publication of Part 2.

Lists of British Lifeboats: Part 1, Non Self-righting Pulling and Sailing Boats, 1775-1916; Lists of British Lifeboats: Part 2, Self-righting Pulling and Sailing Boats 1851-1918 and Part 3, all of which broadly follow the same format, are available from Mrs E. M. Farr, 98 Combe Avenue, Portishead, Bristol BS20 9JX, priced £3.50 each including p&p (cheques made payable to Mrs E. M. Farr)—M.L.S.

PEOPLE AND PLACES

Lottery

The RNLI's national lottery, which has so far raised more than £1 million for the Institution's funds, now has increased prize money on offer for the 20 winners of each quarter's draw.

The first prize remains at £2,000 but the second prize is now £1,000; the third is £500, fourth £250 and there are eight prizes of £100 and eight of £50.

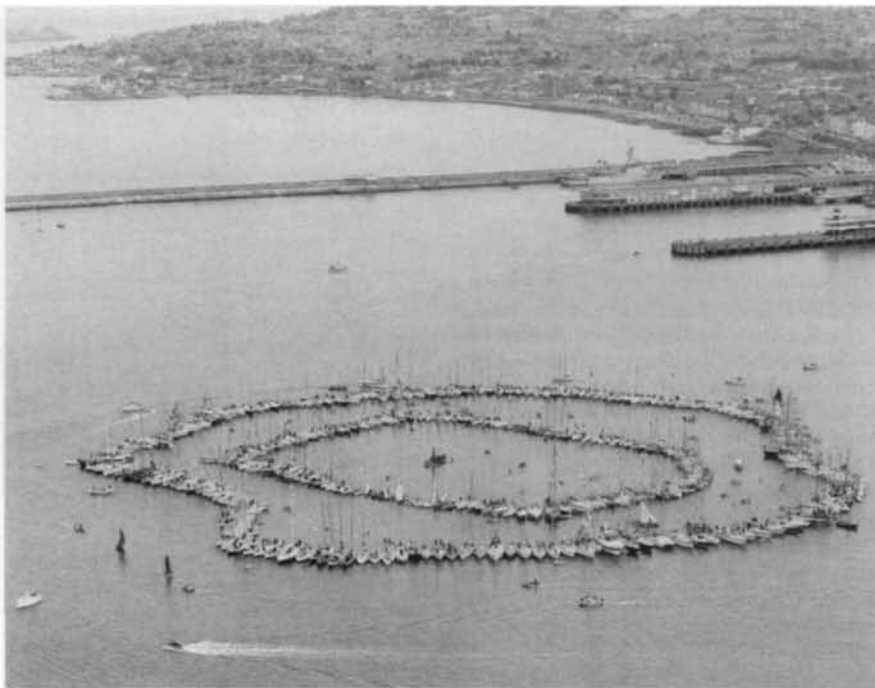
The RNLI flag was flying with the Stars and Stripes when Vice-Admiral Edward H. Martin, Deputy Commander-in-Chief of the US Navy Forces and Europe Commander of the US Fleet Eastern Atlantic drew the winning tickets in the 38th national lottery on July 31, 1987. Supervising the draw, which raised over £55,000, were Vice-Admiral Sir Peter Compston KCB and Admiral W. J. Graham.

The prizewinners were:

- £2,000: Miss M. J. Mungeam, London W10
- £1,000: W. T. C. Donaldson, Battle, East Sussex
- £500: G. Hirst, Doncaster, South Yorkshire
- £250: A. L. Clark, Eastbourne, East Sussex
- £100: Jean Newlands, Edinburgh, Scotland; Mrs P. M. Bowman, Colne, Cambs; Dr M. Knowles, Aylesbury, Bucks; Mrs M. Nason, Leamington Spa, Warwickshire; Chris Devereaux, London SW1; Mrs D. Fowlie, Bridlington, Yorkshire; G. Mercer, Gullane, East Lothian; E. Laverick, East Grinstead, Sussex;
- £50: Dr C. & Mrs S. Pyne, Prescott, Merseyside; I. Salkeld, Woodford Green, Essex; A. C. Kirby, Great Glen, Leics; R. Barrow, Nr Sevenoaks, Kent; A. B. Wylie, Kirkwall, Orkney; J. R. Wilkins, Crawley, Sussex; A. W. Green, Marple, Cheshire; Mrs J. Bridges, Plymouth, Devon.



Vice-Admiral Edward H. Martin.



The record breakers: on Sunday, June 14, 1987, in Dun Laoghaire Harbour, Eire, 329 sailing boats formed the shape of a sunflower beating the previous world record of 192 boats to moor alongside one another – a feat since ratified by the Guinness Book of Records. The sunflower raft was organised by the City of Dublin lifeboat appeal committee and raised £16,000 towards the total raised to date of £600,000. Chairman of the organising committee was Terence Johnson and raft master (who had the job of allocating all the boats to different areas in the sunflower) was John Guinness. Boats taking part ranged in size from 50ft to 9ft in length and also on hand were the Howth and Dun Laoghaire lifeboats. The sunflower raft could not have been successfully undertaken without the support of the Commissioners of Irish Lights, the Irish Naval Service, the Irish Air Corps (to whom we are grateful for the photograph) or Aer Lingus (who sponsored the associated prize draw). As well as the Dublin appeal a number of other towns and cities are currently organising appeals to fund big lifeboats.

Record breaker too . . .

Alderney windsurfer Neil Marlow (31) broke the world windsurfing endurance record in August, boosting local RNLI funds by more than £1000.

Leaving Alderney's Braye Beach at 8.46 am on Tuesday, August 4, Neil returned, bronzed and triumphant, having beaten the previous record of 105 hours 40 minutes by one hour and 20 minutes.

The island's 44ft Waveney class lifeboat *Louis Marchesi of Round Table* was on hand to see him off, having just completed an exercise with an RAF helicopter and members of the lifeboat crew were at Alderney airport to greet Neil upon his return from Guernsey, where his record attempt ended in success on the evening of Saturday, August 8.

Afterwards, Neil thanked his sponsors and back-up team. "It could not have happened without a great team effort," he said.

Neil Marlow, pictured with his wife Diane and daughter Kylie and (right) in action on his sail-board.



Garden Party

Crew members and station personnel from several lifeboat stations around the country attended one of the garden parties at Buckingham Palace, in the presence of Her Majesty the Queen on Tuesday, July 21.

Leading the 15 strong RNLI contingent was Rear Admiral W. J. Graham, the director, who retires at the end of this year.

He was accompanied by Robert Reay (North Sunderland honorary secretary), Gordon Easton (Amble mechanic), Kenneth Everard (Shoreham Harbour coxswain), David Woollven (Littlehampton crew member), John Sayle (Douglas mechanic), William Foster (Mudford crew member), David Mitchell, (property manager based at headquarters), Richard Davies (Cromer coxswain), Barry Dyer (Bembridge assistant mechanic), Ronald Chapman (Skegness second coxswain), Bernard Tuplin (Mablethorpe crew member), Ronald Cannon (Ramsgate coxswain), Geoffrey Horan (Blackpool crew member), John Watts (Weston-Super-Mare crew member) and John Perkin (St Ives' second coxswain).



Douglas lifeboat R. A. Colby Cubbin No. 1 is pictured returning from an exercise involving the warship HMS Ribble a River class RNR minesweeper based at Liverpool. The exercise involved transferring a casualty in a Neil Robinson stretcher from the minesweeper to the lifeboat. HMS Ribble later entered Douglas Harbour for a courtesy call, during which the Douglas lifeboat crew were entertained on board. Photograph courtesy of Roger Oram

mechanic. He was awarded the long service badge in 1982.

On Station

The following lifeboats have taken up station and relief fleet duties: *Relief*: 48ft 6in Solent class lifeboat ON 1008 (48-005), *James & Mariska Joicey*, June 3, 1987. *Baltimore*: 52ft Barnett class lifeboat ON 949, *Ethel Mary*, re-allocated as temporary station lifeboat, June 3, 1987. *Appledore*: 47ft Watson class lifeboat ON 950, *Kathleen Mary*, temporary station lifeboat, June 18, 1987. *Angle*: 47ft Tyne class lifeboat ON 1114 (47-011), *The Lady Rank*, June 29, 1987. *Galway Bay*: 52ft Arun class lifeboat ON 1118 (52-36), *Roy and Barbara Harding*, July 4 1987. *Humber*: 52ft Arun class lifeboat ON 1123 (52-37), *Kenneth Thelwall*, August 13, 1987. *Bembridge*: 47ft Tyne class lifeboat ON 1126, (47-018), *Max Aitken III*, August 24, 1987.

Honorary Life Governor

Mr Norman P. Clarke, who became an Honorary Life Governor of the Institution at the annual meeting in May has asked that certain errors and omissions in the personal history of him published in *The Lifeboat's* summer 1987 issue should be corrected, which the Editor is happy to do, with apologies for any embarrassment caused. Mr Clarke served as acting honorary treasurer of Newport (Gwent) branch from 1946-49, honorary secretary of Harwich and Dovercourt financial branch from 1949-56, committee member specialising in public information at Southampton and District branch from 1956-62, committee member Colchester District branch from 1965-68 and honorary treasurer of the same branch from 1968 to date. Since 1965 Mr Clarke has continued to work independently in public information, as a speaker assisting many branches and in other ways. He was awarded the silver badge in 1962, the statuette for outstanding service in public relations in 1970, was designated the RNLI's Honorary Information Officer in 1974 and was awarded the gold badge in 1976.



Members of Jersey Lifeboat Guild, pictured with the St. Catherine's C class lifeboat. The ladies of the Jersey guild have been running a souvenir stall at the station throughout the summer and were photographed by a Jersey Evening Post photographer at the start of the season.

Obituaries

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

January, 1987

Dudley Stone, coxswain of Torbay lifeboat. Coxswain Stone joined the lifeboat crew in 1958 becoming second coxswain in 1961. In 1970 he was appointed coxswain until 1972 when he retired from the service.

July, 1987

Reuben Wood, coxswain of Aldeburgh lifeboat from 1958 until his retirement in 1978. He was second coxswain for nearly five years and bowman for one year. Coxswain Wood was awarded the bronze medal in 1972.

William (known as Donald) Wood, second coxswain of the Newburgh lifeboat. He joined the crew in 1923, becoming second coxswain in 1939 until the closure of the station in 1965.

August, 1987

Jack Cole, mechanic at Buckie lifeboat station. Mr Cole joined the crew as mechanic in 1943 until his retirement in 1974, being awarded the BEM in 1974.

Birthday Honours

Among the awards announced in the Birthday Honours list were:

BEM

Cyril Alcock, mechanic of Plymouth lifeboat. Mr Alcock joined the Humber lifeboat crew in 1956 serving as assistant mechanic until 1962. He was then appointed mechanic at New Brighton lifeboat station until 1967 when he became the mechanic at Plymouth. He was awarded the bronze medal in 1978 and the long service badge in 1982.

James H Kneale, mechanic of Ramsey (Isle of Man) lifeboat. Mr Kneale was the station tractor driver from 1955 to 1964 when he was appointed



Shoreline

Appeal success

It was a proud moment when Southend Mayor Ken Cater unveiled a commemorative plaque at the town's inshore lifeboat house, next to the pier.

It acknowledged the hard work of Shoreline Club No. 3 in raising £6,000 to pay for the cost of building the boathouse.

It also thanked the many people who contributed to the appeal, known as the

Yvonne Kidwell Inshore Boathouse Appeal, since it was launched in 1980.

Since the Thorpe Bay club formed in 1980 members have met for social and fund raising activities. Having successfully completed the appeal, funds are now raised to help maintain and equip the Southend station's two boathouses.

The mayor's visit to the lifeboat crew included taking the helm of the Atlantic 21 inshore rescue boat.



Southend Mayor Ken Cater at the helm

photograph by courtesy of Southend Evening Echo

Debate continues

Suggested alternatives to the name *Shoreline* continue to arrive by the sackful at RNLI headquarters, with the debate on whether or not a change of title is necessary, or even desirable, concerning many correspondents.

Mrs N. Basford, of Luton, for example, comments: "Why go to all the expense of changing, especially as alternatives don't seem to have any special impact?"

The expense also concerns Mrs R. M. Daley, of Solihull, West Midlands. "When I paid my first subscription a short while ago, I was delighted with the name of *Shoreline*. It is excellent and sums up all the organisation stands for. I therefore feel quite strongly that to change this name merely for a whim would be criminal. . . . Another consideration for a fund raising organisation, what about the expense of replacing the name on the letterheading and the knick-knacks?"

Of all the names suggested by the pro-change members, *Lifeboat Supporters' Group* (or minor variations of the same) seems to be the most favoured.

We will leave it at that for now. Thank you to all who took the trouble to write in—it has been a most stimulating debate.—*Editor*.

Club news

Shoreline clubs continue to thrive in various parts of the country and it is the purpose of this page to feature their activities, as well as those of individual *Shoreline* members. Club secretaries are invited to send in reports of what their clubs have been up to, addressing correspondence to: The Editor, *Shoreline* Page, The Lifeboat, RNLI, West Quay Road, Poole, Dorset, BH15 1HZ.

Storm Force Rally

ON July 11, 1987 some 120 Storm Force members with their parents arrived at Fleetwood lifeboat station for the second annual Storm Force Rally.

In their teams, all named after types of lifeboats, they were shown the D class lifeboat, the boathouse, a radar operations room and a joint exercise between HM Coastguard and Fleetwood's *Waveney Lady of Lancashire* and the D class.

After lunch they met the station administration officer and the crew, asked a lot of questions, had a very exciting treasure hunt and watched the film "In Danger's Hour".

The weather was perfect (after a very stormy early morning) and the whole day was a huge success, with lots of fun, great enthusiasm on the part of children and leaders, the children enjoyed learning about the RNLI, and over £300 was spent on the Storm Force souvenir stall. They all went away looking forward to next year's rally.



The Arun team aboard the *Lady of Lancashire* in her lifeboat pen.

£

THE FUND RAISERS

Garden gnome

By dressing up as a garden gnome in last year's Aldeburgh carnival, lifeboat supporter Mr M. H. Catterick won a sponsored netball shoot to help the lifeboats and raised a grand total of £25.10. They forwarded this to Carl Seager MBE president of the **Reigate and Redhill branch** with a request that he use the money to buy a lifeboat!

Netball shoot

Eight girl pupils at Reigate Priory Middle School, aged 11/12, organized a sponsored netball shoot to help the lifeboats and raised a grand total of £25.10. They forwarded this to Carl Seager MBE president of the **Reigate and Redhill branch** with a request that he use the money to buy a lifeboat!

Football raffle

Mrs G. F. Beswick, founder member of the **Mudford ladies' guild**, obtained a signed football from AFC Bourne-mouth, following their promotion to the second division of the football league. She then raffled the ball at the Avonmouth Hotel, Mudford and raised £50 for the guild.

Lucky for us

A short story competition, organised by RNLI supporters Miss J. Howard and Miss J. Florey of Cheltenham, attracted 54 entries and raised £80 for the Institution. Miss Howard is a member of the Society of Women Writers and Journalists and the judge was author Olive Etchells, who writes under the pen names Rachel Murray and Liza Manning. The theme of the competition was The Sea and the maximum length allowed 1500 words. Edna Burriss, of Northwood, Middlesex, won the £15 first prize with her story *The Lucky One*, about the return of a lone yachtswoman from a long voyage. Second was Ann Lewis of



Stepping up! Three members of the Bridlington lifeboat crew were kept on their toes when they were persuaded to join delegates from the Yorkshire and Humberside region of the Keep Fit Association for some aerobic high kicks during a break from their conference. The association hopes to be able to buy a new lifeboat and is planning to hand over a cheque for £500,000 to the RNLI at the Royal Albert Hall in London next year. photograph by courtesy of the Yorkshire Post

Ledbury and third Heather Bennett, of Stockton-on-Tees (who added her £5 prize to the total). Highly commended entries were submitted by Joan Stiebel, of West London and Hay-on-Wye's Frances Copping. There were commendations too for the entries of Joyce Bell, of Warwickshire and Ann Lewis of Ledbury.

Baltic Exchange

A new lifeboat due to go on station at Salcombe in 1988 will be named *The Baltic Exchange II*, one hundred years after the first lifeboat sponsored by the exchange entered service. The Baltic Exchange—the world market for the chartering of cargo ships—has donated £150,000 from its charitable fund towards the cost of the vessel and a cheque was presented to the Duke of Atholl, chairman of the RNLI.

Pedal power

Following a suggestion by Sue Parker, a Shoreline member, the Cycle Club Sudbury decided to hold a fund raising event on behalf of the RNLI. A sponsored 12 mile Hilly Time Trial was organised by club member Simon Daw and after a deal of puffing up hill and free wheeling down, the event was won by Simon Daw himself in 32 minutes and 53 seconds, despite a frontwheel puncture en route. The top fund raiser was John Steed and the first lady past the post was Sue Parker! A cheque for £530.11 was presented to Robin Sharp, Eastern Region Area Organiser, and passed to **Sudbury branch**.

Flying Ace

Falklands air ace Commander "Sharkey" Ward, DSC AFC was guest speaker at the 21st annual lunch organised by **Leicester ladies' guild**. The luncheon was held earlier in the year at the Grand Hotel, Leicester. Over the years this event has made over £70,000

for the guild, who raised £6,700 in 1986. The luncheon attracted 172 supporters of the guild and was chaired by president Mrs R. A. St G. Martin.

Family weekend

Dungeness lifeboat station, in conjunction with the Oakley Leisure Group, held what is believed to be the first ever holiday weekend for lifeboat people at Camber Sands Leisure Park. Over 60 families connected with lifeboat branches, guilds, stations and Shoreline members attended the weekend when Dungeness station took over the holiday centre.

The weekend started on Friday evening and on Saturday a coach party of lifeboat revellers set out on the first



62 (Cyprus) Support Squadron Royal Engineers chose to support the RNLI as their charity for 1986 and collected £1,500 from various fund raising events. These included a dutch auction and a car boot sale organised by the Squadron Wives Club, and the major event of the year's fund raising, a raft race. Over 50 teams entered from all over the island, nearly all completing the three-quarter mile course, resulting in £1,000 being raised. The picture shows Corporal Blythe (left) and Corporal Rogers holding the cheque.

of the weekend to Lochin Marine at Rye, who had opened up the boatyard especially for the visit. The party were shown over a Tyne class lifeboat which was being fitted out and all manner of questions were answered. The next stop was **Rye Harbour** inshore lifeboat station to see the new boathouse and then on to Winchelsea where the story of the *Mary Stanford* disaster is told in the church's stained glass windows. The final port of call was the **Hastings** lifeboat station to see the Oakley class *Fairlight* and ex-coxswain Joe Martin was on hand to give a talk and answer more questions.

Sunday saw a visit to host station Dungeness to see a fully co-ordinated exercise with the station's *Alice Upjohn* and a Wessex helicopter from RAF Manston. Joining in was the new Arun *Roy and Barbara Harding* bound for London to attend the RNLI's annual general meeting at the Festival Hall. After the *Alice Upjohn* was re-carried she was open for the guests to look over.

Back at Camber the souvenir shop was in full swing, raffle prizes were claimed and everyone was set for another evening's entertainment. The weekend raised £500 for the station's funds and over £500 worth of souvenirs were sold. It was such a success that another lifeboat weekend is planned for the end of April 1988.

London Marathon

P.C. David Baxter of Rotherhithe Police Station, who ran the London Marathon in 3½ hours, raised a magnificent £700.70 on behalf of **Welling branch**.

Another runner, David Stratford, honorary secretary of **Croydon branch**, who was awarded a silver badge earlier this year, raised the splendid sum of £670 for the branch.

Ooh . . . la, la!

Two waitresses at the Black Horse pub, Climping, Karen Forster (20), a successful part-time model, and Antoinette Ross (16), have become pin-up girls to help the lifeboats. They have long been used to wearing French maid waitress uniforms, a hallmark of the pub, and now they feature in two posters, which are being sold to raise money for the RNLI. The idea was the brainchild of Alan Becker, owner of the Black Horse pub, who enlisted the help of former football star George Best to officially launch the sale of the posters.

Wedding bet

Mr and Mrs B. Sesto were married at St Matthew's Church, Hastings and held their wedding reception at Plump-ton Racecourse, the first to be held at a racecourse while racing was in progress. Coral's offered a free £25 bet to the newly weds who requested that any winnings be donated to the RNLI. The bet was placed on the last race and the horse won, resulting in a £45 donation.



Journey's end: A team of eight runners, with a back-up team of four, all from 414 Tank Transporter Unit of the Royal Corps of Transport stationed near Salisbury, completed a marathon run along the Welsh coast from Cardiff to Flint in just one week. The team had run in relays and raised about £1,500 for the RNLI. Pictured are Captain Mark Varley and his team being greeted by the mayor of Delyn, Councillor Herbert Clarke and Gary Jones, Flint's station honorary secretary.



Sink or swim! The popular RNLI raft race, now an annual event on the Ouse in York, attracted a total of 80 craft of varying descriptions. The one-and-a-half mile course attracted thousands of spectators who lined the riverbank to watch the madcap charity race. The winning team was from Thorpe Marsh Power Station, completing the course in just under 20 minutes. The event raised approximately £4,500.

photograph by courtesy of the Northern Echo

Open day alert

A party of sea anglers found themselves early arrivals at **Hoylake** lifeboat station's open day after being towed to safety by the lifeboat *Mary Gabriel*. A few hours before they were due to give a life-saving display, the lifeboatmen were called to the real thing. The engines of a sea angling boat, *Tessie*, had failed in rough seas near the Mersey Bar light vessel and the boat was adrift with eight people on board. However, *Tessie* was towed to Meols so the crew could take part in their open day and the angling party were taken to the lifeboat station for hot soup and food.

Mayoral support

At his Civic Sunday Service, Councillor Eric J. Davies, JP extended more support to **Rhyl branch** by donating one third of the collection, £54, towards

branch funds. Councillor Davies is a very long standing supporter of the branch, having served on the committee for 23 years. An appropriate note on this occasion was that during the service the lifeboat crew (who always attend fully kitted out in their waterproofs, etc) responded to their newly acquired bleeper alarms and rushed out of church on an emergency callout. A timely reminder that lifeboatmen are never off duty.

I wanna tell you a story

Max Bygraves, together with the Kaye Sisters (Shan and Gilly Kaye), the Southern Union Barbershop Chorus and Poole Grammar School Big Band gave their services free for the show "An Evening with Max Bygraves and Friends" at the Poole Arts Centre to raise funds for the RNLI. Max, who

lives in Bournemouth, regards the RNLI as one of his favourite charities and has been a supporter for many years. Other expenses were met by the Volvo car company and the show raised more than £5,000.

Emergency cover

A **Kingsclere** house-to-house collector, tired and footsore, avoided a blistered heel by using a lifeboat emblem as a plaster.

Island to Island swim

Two young girls, looking for a challenge, took the plunge and braved Orkney's icy water to raise money for the RNLI. Petrova Romain (14) and Bonnie Hollick (12) set off from the small island of Papa Stronsay to swim the quarter mile to the neighbouring island of Stronsay. It took them 19 minutes to arrive cold but jubilant at the old lifeboat station pier. The girls chatted and joked as they swam in the choppy sea, accompanied by the Romain family in their boat and Bonnie's father in his canoe. Stronsay folk sponsored them £134.11 for their brave swim.

British Skill

During five months British officers and crew of *mv British Skill*, an oil tanker operating between West Africa and the USA, raised the amazing total of £1,408 for the RNLI. This represents an average of £56 per man by such varied means as the sale of macrame work, quizzes, social evenings, sweeps, etc. This sum is the largest of three generous donations received through Captain J. Y. MacAlpine. It is also worth noting that, with the exception of the master and chief engineer, the entire ship's complement changes at the end of each tour of duty.

Pincer support

The owners of the Crab and Lobster Restaurant at Mere Brow near Southport, Mr and Mrs Bill Flood, are enthusiastic lifeboat supporters. At a birthday party to celebrate the restaurant's 25th anniversary, 48 of their

customers and friends helped them to raise an amazing £2,050 for the RNLI.

Harnessing nature

The **Mistley and Manningtree branch** have harnessed nature in support of the RNLI. For around ten years members have obtained permission from various landowners to collect holly, laurel and mistletoe for sale on weekends leading up to Christmas. From 1979 to 1986 a total of £1,259.77 has been raised in this way.

Not content with this Yuletide harvest, every spring these happy reapers have picked snowdrops, put them into bundles and hawked their wares around local hostelrys. This spring alone they raised nearly £690 for the lifeboat service.

Sir Humphry Tollemache and his wife Lady Tollemache, president of **Petersfield and District branch**, opened their gardens at Sheet House to lifeboat supporters for the annual RNLI party. The party has taken place every summer since 1977 raising over £1,000 annually and the total sum is well over £10,000. This year the Royal Marines Light Infantry Cadets gave a marching band display in honour of Sir Humphry's 90th birthday.

Renewing a friendship

When Australian star Rolf Harris began his season at Butlin's Funcoast World, Skegness, he renewed an old friendship with Alvis Blanchard, a man he first met in Canada over 20 years ago. Alvis was a launcher and occasional crew member of **Skegness** lifeboat station 40 years ago, before emigrating to New Zealand, eventually going to Australia and Canada. Now back in Skegness he is organising *Sky-Dive 87*, a display and competition by sky-divers as a fund raising event on behalf of the RNLI. Rolf has presented Alvis with a special original cartoon to use as a poster for his charitable event.

Bottoms up

Two merry locals in a Solva hostelry were waxing lyrical about their prowess with an air rifle. Eventually one said he

was by far the better shot and could hit a rabbit at 80 yards. The other disagreed and commented that the former could not hit his posterior, let alone a rabbit. The gauntlet was down. Both men, with seconds, retired to a nearby field to settle the matter. An enterprising **St David's** lifeboatman (one of the seconds) suggested that a wager, with the loser donating £10 to the RNLI was in order. Thankfully, the "crack shot" missed his target and local RNLI funds are £10 healthier!

Rotaract Club generosity

When the Borough of **Solihull** Lifeboat Appeal was launched last year to buy an Atlantic 21 for Abersoch, the first donation of £500 was from the Rotaract Club of Solihull whose president, Peter Earl, had decided that, for his term of office, the appeal would be the club's charity of the year. At the end of his term Mr Earl was able to present a further cheque for £1,500 to the chairman of the Solihull Lifeboat Appeal. The appeal currently stands at £20,000 and is well on target.

Half marathon

Runners taking part in the fourth 13-mile annual half marathon held in Henley raised £6,000. A cheque for this amount was presented to the director, Rear Admiral W. J. Graham, by the chairman of the **Henley branch**, Mr Reg Foster, at Henley Rugby Club's annual president's lunch where guests also included tv rugby commentator Nigel Starmer-Smith. The total raised so far for the RNLI by the half marathons has reached over £25,000.

Sealink target

Sealink British Ferries set itself the target of raising £150,000 to help build a new lifeboat and the final total raised was £151,660.

The appeal was launched in July 1986 with an initial contribution by Sealink of £20,000 to start the ball rolling. This amount increased by 1p every time passengers made a purchase on board Sealink British Ferries ships during the appeal, which ran from July to the end



Riding tandem: A round-the-island ride on a tandem was part of the three-day Randonnee festival of cycling on the Isle of Wight. A team of Henley enthusiasts pedalled the 62 miles in stints of five miles each, checking in at various points around the island and completing the course in 7½ hours, raising over £1,300 for the RNLI.



The Marlborough Club of Didcot have adopted the RNLI as the charity they wish to help in 1987 and plan to raise £3,000. To help them on their way they held a 25 mile sponsored cycle ride in fancy dress and raised £1,425.

of October. Leading suppliers of duty-free goods also made donations on particular brands bought during the promotional period. A children's drawing competition—attracting over 8,000 entries—and a "Name the Lifeboat" competition for adults were held on board to support the appeal.

Reliable sources

The first event of Lifeboat Week 1987, a single-handed ten mile sponsored row of the River Crouch from Hullbridge to Burnham, resulted in **Burnham on Crouch branch** receiving £2,000 in sponsorship money.

Southwell ladies' guild received a very kind offer of support from Shoreline members, Mr and Mrs John Radford. On the occasion of the launch of their 30-ton motor yacht Mr Radford suggested a spontaneous collection be held for the RNLI. Supporters dug deep and £75 was achieved in half an hour.

A French evening was organised by **Hitchin & District branch** in the lovely surroundings of Stoneheaps, Kimpton, where over 100 guests were able to stroll around or sit at tables sipping glasses of French wines or beer, serenaded by an accordionist. Many were dressed in French costume, food and drink were dispensed by charming and delightfully dressed ladies and, should it have been necessary, the presence of a gendarme was reassuring! There were prizes for the best male and female costumes and the proceeds were between £300 and £350.

A sponsored skittles evening organised by **Warminster branch** raised £650.

The summer season got under way at **Anstruther ladies' guild** with a successful coffee morning. Various other fund raising efforts are planned and each member of the committee has undertaken to "Raise a Tenner", this idea also being put to all members of the guild.

As president of **Lewisham branch**



What a race! Holidaymakers joined local well wishers on the harbour bridge to cheer two rafts in a race which took them the length of Lake Lothing, around the derelict trawler Yellowtail and back to the starting point at the bridge. Teams from the Bank Stores public house and the lifeboat crew took part, with the nautical expertise of the lifeboat crew taking them first across the finishing line. The race was in aid of the Lowestoft lifeboat appeal.

photograph by courtesy of *Lowestoft Journal*

Councillor Norman Smith, Mayor of Lewisham, believes in really "working". On a cold Sunday morning in May he took part in a gruelling ten mile walk in South London, leading a band of 40 walkers around the course, only stopping for light refreshments supplied by branch supporters. Although handicapped through wearing the official chain of office the Mayor completed the course in record time, the event raising over £1,500.

The Treasure Valuation Day held by **Aldeburgh & District ladies' guild** was a busy and successful occasion. Phillips Fine Art Auctioneers provided six experts to appraise items and ten photographs of items were on display for a competition to guess the price fetched at auction, the prize being two George III mustard spoons, donated by Phillips. With the addition of a souvenir stall £273.94 was raised.

Members and friends of **Childwall branch** held a "Knit-in" which involved every lady being sponsored on the

length of knitting she did in two hours. The event raised £235 for the RNLI.

In conjunction with Wylfa Power Station, **Cemaes Bay & District branch** organised Open Days at the Cestyll Ornamental Rock Gardens. The gardens, which overlook the sea and rocky coastline and contain a large variety of unusual plants, were formerly owned by Baroness Astor of Hever and were last opened to the public in 1961. Over the two days the gardens were visited by 1,283 people and £1,021 was raised.

A fashion show organised by the local Keep Fit Class at **Padstow** raised £257 for the National Keep Fit Association Appeal.

As part of **Scarborough ladies' guild** 60th anniversary celebrations, a Flower Festival and a Giant Tombola were organised. Jimmy Saville, OBE, attended the latter event which attracted a large crowd and £1,350 was raised in a few hours.

(More fund raisers on page 216)



A cheque for £17,000 was presented to the director, Rear Admiral W. J. Graham, on behalf of the Association of British Laundry, Cleaning and Rental Services. The association is celebrating its centenary and in order to mark the event an appeal to the cleaning industry and its retail outlets was raised. Past president of the association, Mr Arthur Kennedy and Mr S. G. Rawlings, director and secretary, presented the cheque. Anthony Oliver, head of fund raising and Peter Holness, fund raising projects manager were also present.



Boats, bangles and bands: The occasion was the annual bazaar of the Hakin Point branch and once again crowds attended for boat trips, bargains and other attractions, one of which was the fishing boat race organised by the South West Wales Shell Fishermen's Association. All the fishing boats took part in the parade for the best dressed boat with the Cory Ship Towage tugs staging a fire fighting display. On land the bazaar was opened by the harbourmaster, Captain John Frost and he was welcomed by the branch chairman, Tom Sinclair. The town band attended and a good day was had by all with almost £2,500 being raised towards the Angle lifeboat crew's 'bleeper' fund.

photograph by courtesy of the *Western Telegraph*

Manders PROFESSIONAL PAINTS



FOR PROFESSIONAL PEOPLE

Manders can advise you on the most suitable paint for your purpose. Our Five Star Premium range includes Gloss Finish, Undercoat, Masonry, Matt and Silk Emulsion paints.

The wider range includes red oxide, black bituminous paint, Machinery finishes and the all British range of Timbercare Microporous Wood Finishes and Preservative Treatments.

Distributors in all parts of the United Kingdom.



Manders Paints Ltd.
PO Box 9, Old Heath Road, Wolverhampton WV1 2XG
Telephone: (0902) 871028 Telex: 338354
a BSI Registered Firm in accordance with BS. 5750
Certificate No. FM 836. QAS 2551/202.

The R.N.L.I.'s charter does not make provision for the preservation of old lifeboats and equipment, and the National Lifeboat Museum Bristol was therefore established as an independent registered charity for this purpose.

NATIONAL LIFE-BOAT MUSEUM



On the quayside in the heart of the city's dockland is the largest display of Historic Lifeboats in Europe.

Come and see the *Lizzie Porter* from Holy Island, now fully restored, on the sole surviving horse drawn carriage. The *Grace Darling* from Youghal and the *Susan Ashley* from Sennen Cove, and many others.

School and other Parties Tel 0272 213389 for appointment

Become a Founder Member and bring your family and friends (up to six at a time) to the Museum for FREE. Telephone or

Write for Founder Membership forms to the National Lifeboat Museum.

PRINCES WHARF WAPPING RD BRISTOL BS1 4RN.

ADMISSION £1.50
OAPS & CHILDREN 75p
FREE ADMISSION for
FOUNDER MEMBERS & FRIENDS
OPEN 7 DAYS A WEEK

RNLI WINTER OFFER



BODY WARMER

Comfortable thermal body warmer designed exclusively for the RNLI. The outer fabric is made of 100% nylon and it is lined, including the high neck, with curled heavyweight polyester pile. Fitted with a strong plastic zip, it also incorporates an inside 'ski pocket'. Small flocked RNLI flag on the left-hand side. Navy only.

Sizes: S-34" M-36"/38" L-38"/40" XL-42"
£19.95 + £1.00 postage and packing.

SWEATER

A classic style, Scottish-made pure new wool 'V' neck sweater beautifully embroidered with the RNLI flag. Machine washable and comfortable to wear, it will make a versatile addition to 'his or her' wardrobe. Navy only.

Sizes: XS-34"/36" S-38" SM-40" M-42" L-44"/46" XL-48"
£18.50 + £1.00 postage and packing.

Valid until 31 January 1988
Postage free on orders over £30.00

Available from: RNLI (Trading) Ltd., West Quay Road,
Poole, Dorset BH15 1HZ

BOOST YOUR FUNDRAISING- ELECTRONICALLY!

BINGO RAFFLES TOTES

Make them all more successful with the most advanced equipment available today. Rent or buy on our unbeatable "pay as you play" terms. Best prices, low rentals, super after-sales service.

Two from our wide range:

Little Mickey (Illustrated) from only **£3.10** a week
bingo number generator

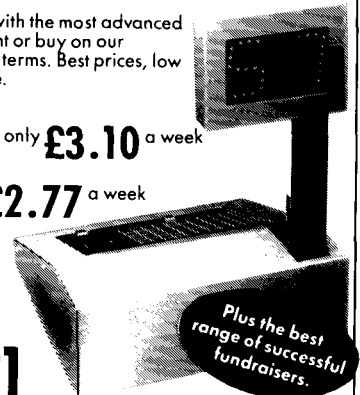
MS Superspin from only **£2.77** a week
for totes, raffles, draws

**NO SERVICE COSTS
WHEN YOU RENT**

For details of the most reliable electronic equipment for all types of clubs call

01-681 2921

Morris Shefras & Sons Limited (Dept TL)
27 Vicarage Road, Croydon, Surrey CR9 4AQ



Plus the best range of successful fundraisers.

(All prices exclude VAT)

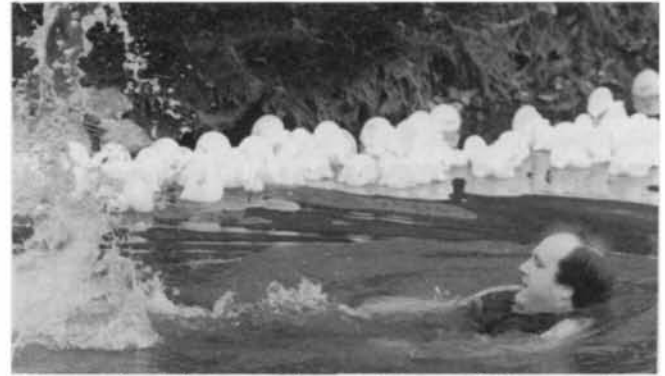


In the swim: Around 40 youngsters, aged 8-14, took part in a sponsored swim at Hunstanton's Leisure Centre, to raise funds for the town's lifeboat. The youngsters, who raised approximately £500, each covered a maximum of 200 metres. Lifeboat crew member Jon Rudd was at hand and there was a display unit by Hunstanton coastguards. The Hunstanton and District Ladies' Guild manned a stall to boost the total raised and a successful day was had by all.

photograph by courtesy of Lynn News & Advertiser



Teds' Treat! The Teddy Bears' Picnic held at Newbiggin-by-the-Sea lifeboat station was a roaring success for bears and bear owners. Teddy biscuits with teddy juice were sold for 30p and competitions were held for the largest teddy, best dressed teddy and scruffiest teddy. 45 bears attended and £200 was raised for RNLI funds.



Going quackers! The Frome Sub Aqua Club raised £700 at its duck race, the proceeds of which will be split between the club and the RNLI. Each of the 700 ducks was sponsored at £1 a time and club member Mike Moore seems to be having a splashing time as he helps the ducks along!

photograph by courtesy of the Somerset Standard

Focus on the fund raisers

HAVE you got a fund raising story to tell?

The Editor of *The Lifeboat* is keen to hear from fund raising guilds and branches with news of current or recent fund raising events, as well as any humorous anecdotes of past successes—and failures!

He would also like to hear about individual fund raisers who have made significant contributions to their branch or guild and who would make a good subject for a small feature in future editions of the journal.

Fund raisers are also reminded that, if they are sending in reports of their activities for the Editor's consideration, it is advisable to send a copy to their regional office.



Chairman of Filofax PLC, Mr David Collischon, presents the director Rear Admiral W. J. Graham with a cheque for £3,250. The cheque was a percentage of profits made from the sale of Filofax personal organisers made from the hides of reindeer recovered from a wreck that had lain at the bottom of the sea for 200 years. Divers discovered the wreck of Catharina von Flensburg, a 53 ton Danish cargo vessel, which sank in a gale in Plymouth Sound in 1786, and recovered hundreds of bundles of reindeer hides that had been preserved by the deep mud. Last December, to mark the bicentenary of the wreck, Filofax commissioned a limited number of personal organisers to be made from the reindeer hides.

Police generosity

Students at the Police Training Centre at Grosvenor Hall, Kennington, Kent, unanimously agreed that they would like to equip a lifeboatman and generously donated £200 of the money raised from sponsored events held during their 14 weeks training course to the RNLI for this purpose.

Onedin Line

When Swansea district branch opened a Nearly New Shop, raising £800 in the first week, they were fortunate to receive a visit from Peter Gilmore, star of the TV series *The Onedin Line*. Mr Gilmore, who was appearing at the Grand Theatre, Swansea, expressed a keen interest in the work of the RNLI and in particular the local lifeboat at Mumbles. He signed

autographs for customers and chatted for some time with committee members.

Anniversary gift

An anonymous couple knocked at the door of Mrs Boutwood, secretary of Stanmore branch, and presented her with a cheque for £50. The couple explained that they had had a ruby wedding party and had asked friends to donate to the RNLI instead of giving them presents.

Lifeboat Services March, April and May, 1987

Aberdeen, Aberdeenshire

54ft Arun: April 17

Aberdovey, Gwynedd

Atlantic 21: April 19 (twice), 20 and May 17

Abersoch, Gwynedd

Atlantic 21: April 19, May 20 and 24

Aberystwyth, Dyfed

C class inflatable: April 26 and May 30

Aith, Shetland

52ft Arun: May 5

Aldeburgh, Suffolk

Relief 42ft Beach: March 21

D class inflatable: April 20

Alderney, Channel Islands

44ft Waveney: March 15, April 2, May 14 and 23

Amble, Northumberland

44ft Waveney: April 17

Relief 44ft Waveney: May 26

D class inflatable: May 26

Angle, Dyfed

46ft 9in Watson: March 11

Appledore, North Devon

Relief 47ft Watson: March 6 and 28

Atlantic 21: March 6, 28 (twice), April 17, 20, 28,

30, May 2, 4 (twice) and 13

Arran (Lamlash), Buteshire

D class inflatable: April 26 and May 14

Arranmore, Co Donegal

47ft Tyne: March 22, April 6, 7, 18 and 27

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

Atlantic 21: May 27 and 31

Ballycotton, Co Cork

Relief 52ft Arun: April 2, 5 and May 9

Barmouth, Gwynedd

37ft 6in Rother: May 31

D class inflatable: April 24

Barra Island, Inverness-shire

48ft 6in Solent: March 9 and May 12

Barrow, Cumbria

47ft Tyne: March 9

Barry Dock, South Glamorgan

52ft Arun: April 10

Beumaris, Gwynedd

46ft 9in Watson: March 2

Atlantic 21: April 19

Bembridge, Isle of Wight

D class inflatable: April 20 and May 8

Blackpool, Lancashire

D class inflatable: March 21, 24, April 18, May 16

and 31

Blyth, Northumberland

Relief 44ft Waveney: March 7

44ft Waveney: April 17 (twice), May 3 and 14

Borth, Dyfed

D class inflatable: May 24

Bridlington, Humberside

37ft Oakley: March 4 and May 22

D class inflatable: April 20, 22, May 4 and 10

Brighton, East Sussex

Atlantic 21: March 24, 28, April 7, 15, 20, 26

(twice), May 1, 7 (twice) and 21

Broughty Ferry (Dundee), Angus

52ft Arun: March 2 (twice) and May 30

Buckie, Banffshire

52ft Arun: March 26 and May 22

Burnham-on-Crouch, Essex

D class inflatable: May 3 and 10

Burry Port, Dyfed

D class inflatable: May 17 and 28

Calshot, Hampshire

Relief 33ft Brede: March 1

33ft Brede: April 16 and 27

Cardigan, Dyfed

D class inflatable: April 25 and May 11

Clacton-on-Sea, Essex

Atlantic 21: March 7, 15, May 3, 4 (twice) and 24

D class inflatable: May 3 and 31

Clovelly, North Devon

70ft Clyde: March 6, April 23 and May 17

70ft Clyde's inflatable: March 14, April 21 and 30

Conwy, Gwynedd

D class inflatable: March 28, May 11, 29 and 30

Courtmacsherry Harbour, Co Cork

47ft Watson: May 20

Criccieth, Gwynedd

C class inflatable: April 19, May 6 and 22 (twice)

Cromer, Norfolk

D class inflatable: May 19

Donaghadee, Co Down

52ft Arun: April 6, 26, May 2 and 10

Douglas, Isle of Man

46ft 9in Watson: April 26 (three times)

Dover, Kent

Relief 52ft Arun: April 1 and 25 (twice)

50ft Thames: May 26 and 30

Dunbar, East Lothian

D class inflatable: April 20

Dungeness, Kent

37ft 6in Rother: March 1, 31, April 19 and 20

Dun Laoghaire, Co Dublin

D class inflatable: March 25 and 31

Dunmore East, Co Waterford

44ft Waveney: March 23, April 4 and May 31

Eastbourne, East Sussex

37ft 6in Rother: April 6 (twice)

D class inflatable: March 21, May 23 and 31

Exmouth, South Devon

33ft Brede: March 6

D class inflatable: March 28, April 12, 19, 25,

May 24 (twice) and 30

Eyemouth, Berwickshire

44ft Waveney: April 8

Falmouth, Cornwall

52ft Arun: March 28, April 24 and May 24

18ft 6in McLachlan: March 19, 27 (twice), May 2

and 23 (twice)

Filey, North Yorkshire

Relief 37ft 6in Rother: April 13, May 20 and 22

D class inflatable: March 26, May 19, 24 and 31

Fleetwood, Lancashire

44ft Waveney: March 9 and April 21

D class inflatable: April 12, 30, May 16, 27 and 31

Flint, Clwyd

D class inflatable: March 11, 31, May 12, 14 and 17

Fowey, Cornwall

33ft Brede: April 11, 12, 14 and 27

Fraserburgh, Aberdeenshire

47ft Tyne: April 10 and May 15

Galway Bay, Co Galway

Relief 47ft Watson: March 10 and 12

Girvan, Ayrshire

33ft Brede: April 17

Great Yarmouth and Gorleston, Norfolk

44ft Waveney: March 2, 15, 28, May 2, 17 and 20

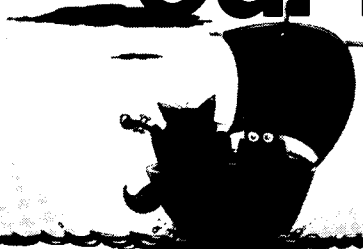
Atlantic 21: March 21, 28 (twice), 29, May 14

and 16

Happisburgh, Norfolk

D class inflatable: May 2 and 30

Owls and pussycats are amongst our best clients.



*The owl and the pussycat went to sea
In a beautiful pea green boat
They took some honey, and plenty of money
Wrapped up in a five pound note*

Edward Lear 1812-1888

Everybody dreams of sailing
off into the sunset.

Even though pea-green may
not be your favourite colour.

If all that's holding you back is
finance, fill in this application
form. For we can almost certainly
help you with a Lombard
Planned Marine Mortgage.

To: **Marine Finance Dept., Lombard North
Central PLC, FREEPOST, 24 Cornwall Road,
Dorchester, Dorset DT1 1BR.**

Name _____ (Block capitals please)

Address _____

Postcode _____

Daytime telephone number _____

Evening telephone number _____

Are you an RYA member? Yes/No _____

Type of vessel _____

Approximate cost _____

Amount of loan _____

Preferred Repayment Period _____

**LOMBARD
CREDIT FOR
BOATS**

Lombard North Central PLC
A member of the National Westminster Bank Group

Registered in England No. 337004
Registered Office: Lombard House, 3 Princess Way, Redhill,
Surrey RH1 1NP.

Written details available on request. Credit available to anyone aged 18 or over

Hartlepool, Cleveland
44ft Waveney: March 6, April 19, 25, 30 and May 25
Atlantic 21: April 14, 20, 25, May 9 and 31

Harwich, Essex
Relief 44ft Waveney: May 21
Atlantic 21: April 11, 17, 18, May 4, 15, 23 and 27

Hastings, East Sussex
37ft Oakley: March 21, May 2 and 7
D class inflatable: March 22 (twice), April 4, 24, May 2, 3 (three times) and 24 (twice)

Hayling Island, Hampshire
Atlantic 21: March 26, April 11, 12, 15, 16 (twice), 19 (twice), 27, 28, May 3 (twice) and 30 (twice)

Helensburgh, Dunbartonshire
Atlantic 21: March 6, 15, April 18, 19 (twice), 22, May 2 (three times), 11 and 14

Holyhead, Gwynedd
47ft Tyne: March 6 and April 6
D class inflatable: April 6 and 27

Horton and Port Eynon, West Glamorgan
D class inflatable: April 18, 19, May 3 (twice), 15, 20 and 24

Howth, Co Dublin
52ft Arun: April 25, May 8, 15 and 17
D class inflatable: April 12 (twice), 18, 25, May 5 and 31

Hoyle, Merseyside
37ft 6in Rother: March 27 and May 19

Humber, Humberside
54ft Arun: March 2, 15, 16, 17, 25, 27, April 4, 13, 14, 24, May 1, 2, 12 (twice), 18, 22 and 26

Hunstanton, Norfolk
Atlantic 21: April 19, 20, 26, May 23 (twice) and 26

Ilfracombe, North Devon
Relief 37ft 6in Rother: May 1, 3 and 24

Invergordon, Ross-shire
33ft Brede: April 24 and 26

Islay, Argyllshire
50ft Thames: March 17, April 4, May 17, 29 and 30

Kilmore, Co Wexford
37ft Oakley: March 14

Kinghorn, Fife
C class inflatable: April 20 and May 1

Kilkeel, Co Down
D class inflatable: April 23 and May 30

Kirkwall, Orkney
70ft Clyde: May 3 and 20

Largs, Ayrshire
Atlantic 21: March 26, April 15, May 2 and 24 (twice)

Lerwick, Shetland
Relief 52ft Arun: March 23 and May 18

Little and Broad Haven, Dyfed
D class inflatable: April 15

Littlehampton, West Sussex
Atlantic 21: March 18, April 15, May 2, 4 (twice), 20 (twice), 24 (twice), 30 (twice) and 31

Littlestone-on-Sea, Kent
Atlantic 21: April 19, May 12 and 26

The Lizard, Cornwall
48ft 6in Oakley: April 24

Llandudno (Orme's Head), Gwynedd
D class inflatable: April 18 and May 28

Lowestoft, Suffolk
52ft Barnett: April 1 and 26

Lyme Regis, Dorset
Atlantic 21: April 10 and May 3 (twice)

Lymington, Hampshire
Atlantic 21: April 25

Lytham St Annes, Lancashire
47ft Watson: April 9, 18 and 19
D class inflatable: March 30, April 9, May 27 and 31

Macduff, Banffshire
Atlantic 21: April 26

Mallaig, Inverness-shire
52ft Arun: March 14, 24, April 22, May 18 and 24

Margate, Kent
37ft 6in Rother: March 2, April 19, 25, 30 and May 28
D class inflatable: April 6, May 4, 26 and 29

Minehead, Somerset
D class inflatable: March 1 and May 2
Atlantic 21: April 12, 19, 22 and May 2

Moelfre, Gwynedd
46ft 9in Watson: April 19
D class inflatable: April 18, 19, 20 and May 24

Montrose, Angus
48ft 6in Solent: April 15

Morecambe, Lancashire
D class inflatable: April 19 (twice), May 3 and 6

Mudford, Dorset
C class inflatable: March 5, 7, 28, April 11, 17 and May 11

The Mumbles, West Glamorgan
D class inflatable: May 10 and 27

Newbiggin, Northumberland
Atlantic 21: May 2, 10 and 29

New Brighton, Merseyside
Atlantic 21: March 29, April 16, 20 and May 30

Newhaven, East Sussex
52ft Arun: March 2, 29 and May 8
Relief 52ft Arun: May 24

North Berwick, East Lothian
D class inflatable: April 15 and May 10

North Sunderland, Northumberland
37ft Oakley: March 2

Oban, Argyllshire
Relief 33ft Brede: March 8, 16 (twice), 29, April 25 and 28
33ft Brede: May 2, 3, 7, 10, 24 (twice) and 27

Padstow, Cornwall
47ft Tyne: April 20 and May 1

Peel, Isle of Man
Atlantic 21: May 25 and 30

Penarth, South Glamorgan
D class inflatable: March 15, April 11, 25 and May 10 (twice)

Penlee, Cornwall
52ft Arun: April 2, 4, 22 and May 10

Peterhead, Aberdeenshire
48ft 6in Solent: March 11, April 5 and May 22

Plymouth, South Devon
44ft Waveney: April 12, 19, 20 (twice) and 23

Poole, Dorset
33ft Brede: March 7, 17, April 15, May 23, 24 (twice) and 25
Boston Whaler: March 7, 17, 21, 30, April 1 and 3
D class inflatable: May 10, 23, 24 (three times) and 25

Port Erin, Isle of Man
37ft 6in Rother: April 18

Porthcawl, Mid Glamorgan
D class inflatable: April 11, 19, May 3, 9 (three times) and 13

Porthdinllaen, Gwynedd
47ft Watson: March 26

Port Isaac, Cornwall
D class inflatable: May 1 and 23

Portpatrick, Wigtownshire
48ft 6in Solent: March 11
Relief 46ft 9in Watson: April 17, May 14 and 20

Portrush, Co Antrim
52ft Arun: March 8, 27, April 6, 7 and May 29

Portsmouth (Langstone Harbour), Hampshire
Atlantic 21: March 2 (twice), April 4, 5, 11, 15, 19, 20 (twice), 25, 30, May 2 (three times) and 3
D class inflatable: April 15 and May 2

Port St Mary, Isle of Man
Relief 52ft Arun: March 17

Pwllheli, Gwynedd
D class inflatable: May 26

Queensferry, West Lothian
Atlantic 21: April 24, May 3, 9 and 24 (twice)

Ramsey, Isle of Man
Relief 37ft Oakley: April 28

Ramsgate, Kent
44ft Waveney: March 8, 16, 22, April 18, 25, 27, 29, May 1 and 30
Atlantic 21: March 30, April 5, 19, 21 and May 5

Redcar, Cleveland
Atlantic 21: April 17 (twice), 19, 20 and May 26
D class inflatable: April 20 and May 24

Rhyl, Clwyd
37ft Oakley: May 2 (twice)
D class inflatable: May 2, 24 and 31

Rye Harbour, East Sussex
C class inflatable: April 20

St Agnes, Cornwall
D class inflatable: May 23

St Bees, Cumbria
C class inflatable: April 7

St Catherine, Channel Islands
C class inflatable: May 4, 7 and 29

St Helier, Channel Islands
44ft Waveney: March 27, April 14, May 24 and 29

St Ives, Cornwall
37ft Oakley: April 3
C class inflatable: April 17, 19 (twice), May 16, 25, 28 and 30

St Mary's, Isles of Scilly
52ft Arun: April 17

St Peter Port, Channel Islands
52ft Arun: March 15, 27, May 8 and 23 (twice)

Salcombe, South Devon
47ft Watson: April 6, 19 (twice) and 24

Scarborough, North Yorkshire
37ft Oakley: May 22
D class inflatable: April 13, May 8 and 31

Selsey, West Sussex
47ft Tyne: March 29, May 23 and 30
D class inflatable: March 29, April 12 and 13

Sheerness, Kent
Relief 44ft Waveney: March 2
44ft Waveney: April 20, 26, May 3 and 26
D class inflatable: March 18, 22, April 5, May 9, 26, 30 (twice) and 31

Sheringham, Norfolk
37ft Oakley: April 25 and May 28 (twice)

Shoreham Harbour, West Sussex
47ft Watson: March 1, April 1, 11 and 17
D class inflatable: April 1, 11, 12, 17, 20 (twice), 26, May 2 (twice), 3 (four times), 4 (three times), 10 and 23

Silloth, Cumbria
Atlantic 21: March 15

Skegness, Lincolnshire
Relief 37ft Oakley: March 17

Southend-on-Sea, Essex
Atlantic 21: March 9, 27, April 20, May 3 (three times) and 4
D class inflatable: March 9, April 5, 11 (twice), 16, 24, 25, 28 and May 27

Staithe and Runswick, North Yorkshire
Atlantic 21: March 13

Stranraer, Wigtownshire
D class inflatable: May 11 and 20

Stromness, Orkney
52ft Arun: April 19 and May 19

Sunderland, Tyne and Wear
47ft Watson: March 1, 6 and May 12
D class inflatable: April 18

Swanage, Dorset
37ft 6in Rother: March 1, 15, 23 (twice), April 9, May 13 and 29

Teesmouth, Cleveland
47ft Tyne: March 4, 6, April 14, May 22 and 30 (twice)

Tenby, Dyfed
47ft Tyne: March 12, April 19, 21, 23, 25, May 9 and 11 (twice)
D class inflatable: March 12, 19, April 11, 14, 21, 23 (twice), 25, 28 (twice), May 15 and 31

Thurso, Caithness
48ft 6in Solent: May 18

Tighnabruaich, Argyllshire
D class inflatable: April 19

Torbay, South Devon
54ft Arun: March 12
Relief 52ft Arun: April 19 (three times), May 2, 23 and 26
18ft 6in McLachlan: April 19 (twice)

Tramore, Co. Waterford
D class inflatable: April 4

Trearddur Bay, Gwynedd
D class inflatable: May 24

Troon, Ayrshire
44ft Waveney: March 13, 28 (twice), May 14, 23, 25 and 31 (twice)

Tynemouth, Tyne and Wear
52ft Arun: March 2, 6, April 17, 18, 26, May 3 and 24
D class inflatable: April 17, 18 (twice) and May 30

Valentia, Co Kerry
52ft Arun: March 14, April 26, May 5 and 19

Walmer, Kent
37ft 6in Rother: March 19, April 15, 18, 26 and May 10

Walton and Frinton, Essex
Relief 46ft 9in Watson: April 11, 20, May 3 (four times), 24 (twice) and 25

West Kirby, Merseyside
D class inflatable: March 28, 29, April 9, 20 and May 13

West Mersea, Essex
Atlantic 21: March 15, 26, April 3, 11 (twice), May 3, 10, 17 (twice), 24 and 27 (twice)

Weston-super-Mare, Avon
Atlantic 21: April 24

Weymouth, Dorset
54ft Arun: March 23, April 21, May 2, 11 (twice), 24 and 29 (twice)

Whitby, North Yorkshire
44ft Waveney: April 12, 19, 20, May 20 (twice) and 27
D class inflatable: April 2, 19, 26 and May 25 (twice)

Whitstable, Kent
Atlantic 21: March 16 and April 1

Wick, Caithness
48ft 6in Oakley: March 18, April 22, May 12 and 13

Wicklow, Co Wicklow
42ft Watson: May 17

Withernsea, Humberside
D class inflatable: April 19, 20 and May 17

Workington, Cumbria
47ft Watson: March 9 and April 8

Yarmouth, Isle of Wight
Relief 44ft Waveney: April 18, 19 and 24

On Passage
47ft Watson ON 965: April 9

LIFEBOAT CLASSIFIED

FOR PERSONAL SERVICE

Contact the Company with nearly forty years' experience in the manufacture of

CLUB & COMPANY TIES

Quantities from one dozen with printed motif, five dozen with woven motif, striped ties from three dozen. All quotations and sketches are free. Our art department will help. Special quotations for large orders and Export.

Also available - wall plaques, squares, cravats, brooches, hand and machine embroidered badges, key-fobs, etc.



VICTOR SUMNER & Co Ltd

47A Beak Street (off Regent St), London W1R 4BT
Telephone 01-437 7961 & 4792
Telex 24224



THE HOTEL FOR ALL SEASONS

Secluded, romantic and wonderful hospitality

HOLNE CHASE

Nr. Ashburton, Devon
Poundsgate (036 43) 471

AA + RAC** Commendation of B.T.A.

ALMOST AFLOAT . . .

or close waterfront, Fowey Harbour, South Cornwall. Comfortable holiday cottages, Polruan, sleep 2/6. Superb views, exceptionally well-equipped, mooring facilities. £50/£300 weekly. Now booking Christmas and 1988.

Telephone 072 687 448

FLUSHING, CORNWALL

Comfortably furnished quayside holiday cottage, sleeping six in three bedrooms, situated in the centre of this quiet village on beautiful Falmouth harbour. Views across the water to Greenbank and the Royal Cornwall YC.

Phone Mr A. Bromley,

Ringwood (04254) 6660 or write,
22 Gravel Lane, Ringwood, Hants BH24 1LN.

Make your own sun-tan lotion.

Send £1 for complete formula to Grant Dawson, 7 Rockland Road, London SW15 2LN.

APPLEDORE, NORTH DEVON

Enjoy peaceful self-catering holidays throughout the year in our fisherman's cottage, comfortably furnished for our own use. It is all-electric, with colour TV, and has night storage heating in winter. Sleeps 4. No pets, please. For brochure phone (0273) 721543.



COLYTON, DEVON.

The Old Bakehouse. Beautiful E. Devon. Come and enjoy the peaceful charm of our lovely 17th century hotel. Oak beams, log fire, superb cuisine. All rooms en suite, colour T.V., tea-making facilities. Special breaks from £30.

☎ 0297-52518

Too HOT? Too COLD? Too WET? Too WINDY? Who's complaining anyway?

Lots of interesting ideas for gifts from our catalogue of weather equipment all available by mail order. Thermometers, barographs, rain-gauges and plenty more. Send for details to:

**Met-Check Ltd, PO Box 284,
Bletchley, Milton Keynes
MK17 0QD. Tel: (029671) 2354**

Renovation and repair to all types of Meteorological Instrumentation
Supply of Recorder Charts :: Pens :: Ink
Specialist with Negreth & Zambra aneroid and mercury barometers

Just completed, a limited batch of display barographs. Produce for yourself a weekly record of barometric pressure. This hand built instrument constructed in the traditional style. Price £350 complete with instructions and charts for two years
Mr W. J. Read, 16 Hill Top Avenue, Page Hill, Buckingham MK18 1TZ. (0280 814375)



MINIATURE MODELS OF LIFEBOATS, SAILING

VESSELS, YACHTS, AND OTHER MARITIME CRAFT

Commissioned by maritime museums, collectors, owners, skippers, RNLi stations and crews. Each subject individually created, by one of the world's leading ship modellers, to provide exceptionally accurate and detailed replicas. 'Exquisite perfection in miniature' - a client. The work includes many RNLi lifeboats for naming ceremonies, retirements and collections. Each supplied with certificate of authenticity and scale.

BRIAN WILLIAMS

West Rock,
The Cleave,
Kingsand, Torpoint,
Cornwall PL10 1NF
(Tel: 0752 822638)



REGIMENTAL TIES

Also Club, Company, Promotional Ties. Blazer Badges & Buttons, Cuff Links, Hand Painted Heraldic Shields/Car Badges. Medal Mounting, also Miniatures.

**RADNOR LTD, 39 Thames Street,
Windsor, Berks SL4 1PR.**

Tel: 0753 863982.
Est. 1919 : Personal Callers Welcome.

ISLES OF SCILLY

MINCARLO GUEST HOUSE - superb position overlooking the harbour at St. Mary's - adjacent the Lifeboat Station. Run by the same local family since 1945. All rooms H&C and heating, some with en suite facilities.

Tel: 0720 22513 or write Colin Duncan



RNLi WALL PLAQUES. High quality handcrafted with full coloured RNLi houseflag, in relief, on a varnished shield 7" x 8" - £12.00 (P&P £2.25). Many supplied to Crews, Branches and Ladies Guilds for presentations with engraved plates and own wording £2.50 extra.

MARINE CRAFTS

West Rock, The Cleave, Kingsand, Nr. Torpoint, Cornwall PL10 1NF
☎ (0752 822638).

THE KATE BARTON REST AND RETIREMENT HOME

St. Mary's, Isles of Scilly, Cornwall
Single and double rooms all en-suite and on one level. Available long and short stays. Full care given in homely atmosphere. Personally managed by owners. Fully registered.
Phone: 0720 22440

Churchwood Valley

NEW LUXURY CABINS SELF-CATERING ENGLISH TOURIST BOARD TOP GRADE

South Devon Self-Catering Holiday Cabins

- Quiet country setting close to beach
- All inclusive price excellent value
- Good walking, riding, sailing, fishing and diving
- Easy reach Historic City of Plymouth
- Family owned and run with minimum commercialisation.

Free brochure:
CHURCH WOOD, WEMBURY, PLYMOUTH, DEVON PL6 0DZ.
Tel: (0752) 862382 (24 hrs)

PERSONALISED CLOTHING!

Names, logos, caricatures on T-shirts, sweatshirts, hats, etc. MINIMUM 1 ONLY.
WINNERS BOATING (SL), FREEPOST, Shepshed, Lincs. LE12 5BR. Tel. 0509 503321

SCOTTISH HIGHLANDS INVERWE GARDEN 6 MILES

Dinner, bed and breakfast £13. Relax in luxury bungalow in an acre of beautiful garden. 200 yards from sea. Traditional and vegetarian cooking.
Mrs P. Cawthra, 'Cartmel', Aultbea, W. Ross. Tel: 044 582 375

Binocular Repair Specialist

Shoreline Member, realistic prices, high quality, repairs/cleaning/re-aligning.
ACTION OPTICS 2 Old Hill, Avening, Nr. Tetbury, Glos GL8 8NR ☎ Nailsworth (045 383) 3738

PRACTICAL TARPAILINS

Strong woven polyethylene material, rust free eyelets at every metre with reinforced hems. All purpose covers ideal for boats, car, logs, etc.

1.8x2.4m	£2.99	4.0x5.0m	£9.10
2.7x3.5m	£4.80	3.6x7.2m	£12.49
3.6x5.4m	£8.99	5.5x7.2m	£17.65

Other sizes available, also garden furniture covers. Prices includes VAT postage. Cheque or Access, samples and leaflet upon request.
Practical Products Ltd, (0276) 62722 24 hours 39 Verran Rd, Camberley, Surrey GU15 2ND

BUCKS MILLS (nr Clovelly)

Warm, comfortable cottage in peaceful village. Available Autumn/Winter lets, holidays/weekends. 3 mins walk beach/coastal path. Phone (0458) 50349

BRIXHAM, DEVON

Harbour Side Guest House.
Overlooking the lifeboat in Outer Harbour and Breakwater Beach.
But within easy reach of the town.
All rooms H/C, heating and tea-making facilities.
For details please ring Vic or Barb Edwards on
(Brixham) 08045 58899

SAY IT WITH FLOWERS

10 beautiful carnations and freesias guaranteed fresh £12 inc. U.K. only. The perfect way to say **Thank You, Happy Birthday, Congratulations, etc.**
Tel. 0252 543117

LIFEBOAT OIL PAINTINGS

or any MARINE CRAFT (also portraits)
18"x14" £20. First class quality guaranteed.
S.A.E. to LEE, 9 The Esplanade, Weymouth, Dorset. ☎ 0305 785960

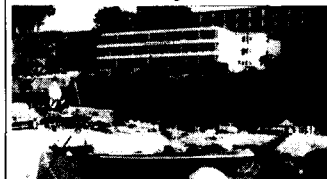
HEBRIDEAN GIFTS

Hebridean Gift Catalogue. Send stamp for fascinating catalogue of unusual high quality gifts to Hebridean Gifts, (L), Orinsay, Isle of Lewis, Scotland.

THE IDEAL CHRISTMAS GIFT FOR SERVICE AND EX-SERVICE MEN

All Army, Navy, RAF and Scottish Clan Blazer Badges, Tie and Wall Plaques inc Family Name Coats of Arms, Orders by Credit Card, Write, Phone or Visit
HOUSE OF ARMS AND EMBLEMS
1 New Street, Poole, Dorset BH15 1JT
(0202) 676314

DEVONCOURT Holiday Flats



Magnificent seafront position with harbour views over Torbay, lifeboat, and breakwater.

* Fully self contained flats, each with own balcony with views over Torbay, Brixham harbour and lifeboat.
* Open all year - Minibreaks from October to April.
Devoncourt Holiday Flats, Berryhead Road, Brixham, Devon TQ5 9AB. Telephone 08045 3748 (am); 0272 846117 (pm)

FILEY

North Yorkshire Coast. The Southdown Hotel. Mid-week - Weekend Bargain Breaks. 10 yards from the sea. Panoramic views across Filey Bay from Filey Brigg to Flamborough Cliffs. CH in bedrooms; CTV, en-suite, etc. Licensed. Shoreliners receive 5% discount.
Brochure/Tariff - 7/8 The Beach. Open all year. Tel: 0723 513392.



SPORADES HOLIDAYS

GREECE
Picturesque and truly Greek Islands ringed with beaches and set in the crystal waters of the Aegean.
Stay in comfortable rooms, studios or apartments owned and cared for by your Greek hosts.
☎ Cheltenham (0242) 603747
Sporades Holidays, The Coach House, Bull Lane, Winchcombe, Cheltenham, Glos GL54 5HY

PLYMOUTH HOE - DEVON

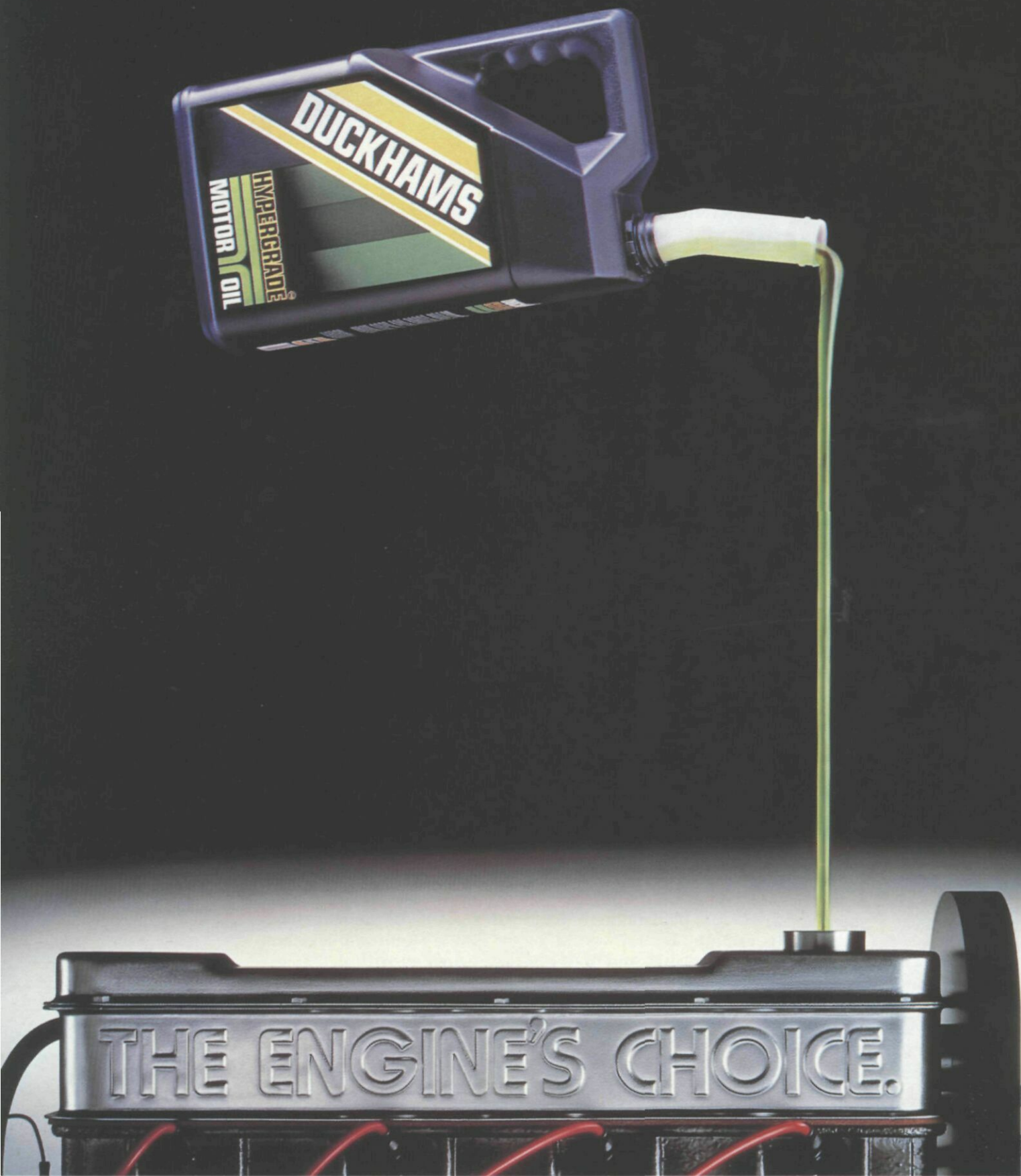
AA ★ RAC ★
IMPERIAL HOTEL - 22 Bedrooms mostly en-suite - Nautical Cocktail bar - Discount for Shoreline Members - Details contact Resident Proprietor Lt. Cdr. Alan K Jones RNR. Ret'd. For colour brochure and tariff.
Plymouth (0752) 227311

CRUISING/CANOEING/CAMPING

RIVER CHARENTE
2-6 berth cruisers or Canadian scooters (for 2) plus full camping equipment, or 6-berth caravans, for hire on the unspoilt Charente in South West France. Inclusive charge covers hire, travel, insurance for fully equipped cruiser and/or canoe and camping equipment. Group discounts. Write or telephone:
Holiday Charente, Wardington, Banbury, Oxon OX17 1SA (0295 758282).

ADVERTISE

on these pages and reach 135,000 R.N.L.I. members and their family and friends. The cost is £14 a column centimetre or £12 if four or more insertions are booked. Please add VAT at 15%.
Contact:
Janet Dare, Jackson-Rudd & Associates Ltd., Oldebourne House, 46-47 Chancery Lane, London WC2A 1JB. Tel: 01-405 3611, 405 2860
before November 27th for the Winter issue.



Duckhams has a history of looking after engines.

We developed Europe's first Multigrade.

We launched the world's first 20W/50.

Today, whatever the engine, there still isn't a better oil than Duckhams Hypergrade,[™] with its SF/CD specification.

Now it is available in the best pack for you, with a grip

handle and an extendable pouring spout.

So if you have any doubts about which is the best oil you can buy, the answer's simple.

Listen to your engine.

THE LIFEBOAT MAN

a

New Character Study

by



Royal Doulton

Govier's of Sidmouth are pleased to offer you this early opportunity of acquiring "The Lifeboat Man" from Royal Doulton's famous Character Study collection and at the same time make a worthwhile contribution to RNLI funds.

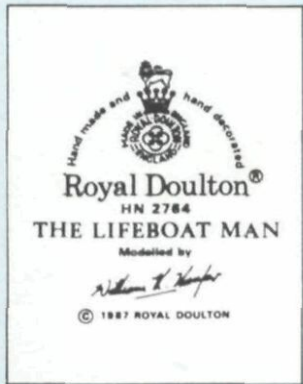
This seasoned character from the turn of the century is dressed from head to foot in bright yellow oilskins. The lifebelt, telescope and storm lantern he carries illustrate his readiness to once again battle against raging seas as duty calls. His cork lifejacket is tightly buckled around him and the sharp knife strapped to his chest indicates the perils which he is ready to overcome in his rescue missions. The figure is indeed a fitting tribute to the brave men of the Lifeboats who set sail in the roughest seas to the aid of fellow mariners in distress. The Lifeboat Man was modelled by Bill Harper who has become one of Royal Doulton's most productive and respected modellers. In the 15 years that he has worked for Royal Doulton he has produced some 24 character studies and many of the famous Royal Doulton Character Jugs.

"The Lifeboat Man" is completely hand made and hand painted. The figure started its life as an original clay sculpture modelled by Bill Harper from which a series of working moulds were produced, each forming a small part of the whole model. A liquid mixture of china clay and Cornish stone are then poured into moulds and left to

set. The pieces are then removed from the moulds and with great skill and patience are carefully smoothed together. The figure then enters the kiln for the first of many firings and emerges with the pieces permanently fused. The figure is dipped into a liquid glaze and fired again to achieve the brilliant Royal Doulton gloss. The figure may now be painted and might be re-fired as many as three or four more times before the perfect colouration is achieved. Finally the face is painstakingly hand-painted to add the real character to a unique figure, worthy of the Royal Doulton backstamp and the prestige and collectability which go with it.



actual height 9 1/2 in.



The Lifeboat Man is available from Govier and Son Ltd at £73 plus £1.95 towards the cost of postage. Applications will be allocated strictly on a first come first served basis. In view of the anticipated demand for this figure prior to Christmas you are strongly recommended to apply as soon as possible. Please complete the coupon and send your application to the FREEPOST address, or credit card holders may telephone their orders for immediate attention.

To: GOVIER & SON LTD, FREEPOST, 55 HIGH STREET, SIDMOUTH, DEVON EX10 8YZ. Tel. (03955) 78201

Please accept my application for "The Lifeboat Man" by Royal Doulton at £73 plus £1.95 towards postage.

- Please tick I enclose my cheque for £74.95.
 Please charge my credit card on despatch
Access Visa Amex Diners Club

Card No.

Mr/Mrs/Miss
Address
Postcode
Signature Date

PLEASE ALLOW 28 DAYS FOR DELIVERY.

Company Reg: 1015502



Govier's of Sidmouth will make a generous contribution direct to the RNLI for each Lifeboat Man ordered

Telephone Orders
03955-78201
9-5.00 Mon-Sat
For personal attention
otherwise 24hr
answerphone

GOVIER'S GUARANTEE

The Lifeboat Man is yours to examine in your own home for 14 days. Should you decide that you do not wish to keep the figure you may return it to us in the original packaging and we will refund your money in full.