



The Lifeboat

Spring 1988

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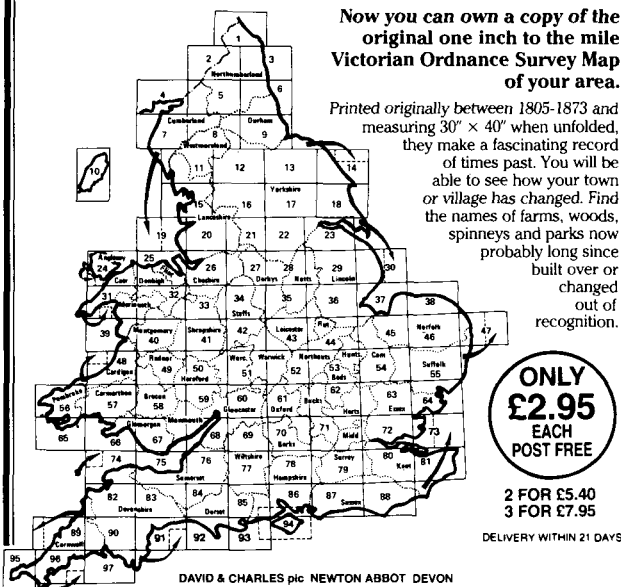
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The Lifeboat



Royal National
Lifeboat
Institution

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Volume L
Number 503

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

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Ireland, by Norman Hicks,
Editor, THE LIFEBOAT*

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COVER PICTURE

St Abbs' new Atlantic 21 rigid inflatable lifeboat Kathrine and Dorothy Barr, pictured recently on exercise, will be named later this year. She has already attracted considerable public interest as the principal attraction at the RNLI's stand at the London International Boat Show in January. Funding of the new lifeboat has been made possible thanks to a generous donation from The Barr Trust. The photograph was taken by George J Gilmour, of Cantick Head Lighthouse, Longhope, Orkney, who kindly offered it for use in THE LIFEBOAT.

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

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

of April. News items for the Autumn issue should be sent in by the end of July.

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



Major-General Ralph H Farrant (above), former chairman of the RNLI, who has died.

The late Richard Oakley is pictured below with a model of the class of lifeboat which bears his name.



Major-General R H Farrant, CB

It is with deep regret that we record the death in February of Major-General R H Farrant, CB, chairman of the Institution from 1975 until his retirement in 1979.

Major-General Farrant joined the Committee of Management of the RNLI in 1963, becoming a deputy chairman in 1972 and was elected a vice-president in the same year. He was also a member of the SAR, Boat, TCC and finance standing sub-committees and was closely involved with both the fast slipway and intermediate lifeboat projects. In 1984 he was appointed a life vice-president.

He was a very keen and experienced yachtsman and was awarded the Yachtsman's Award of the Royal Yachting Association in 1973 for his eight years of service as chairman of the RYA Olympic Committee.

Major-General Farrant was educated at Rugby and the Royal Military Academy, Woolwich, commissioned as a 2nd Lieutenant in the Royal Artillery in 1929, subsequently serving in the Field and Mountain Artillery until 1938.

During the war he held various

technical appointments in the War Office and the headquarters of the MEF 3rd British Infantry Division (1944). He was promoted to Lieutenant Colonel in 1950 in the Ministry of Supply, Colonel in 1954 and Brigadier in 1957. Major-General Farrant was director of Munition, British Joint Services Mission in Washington from 1955-58 and a senior military officer at the Armament R&D Establishment. In 1961 he was promoted to Major-General and became vice-president of the Ordnance Board, a post he held from 1961-63 until becoming president in 1963. He retired in 1964 and was created a Companion of the Bath.

Richard Oakley, MBE, MRINA

A new type of lifeboat, known as the Oakley type, came into the service of the Institution in the summer of 1958. She is 37 feet in length and has a beach weight of 9.12 tons. She is, therefore, light enough to be transported over a beach on a carriage and launched by tractor.

Thus, the September 1958 edition of THE LIFEBOAT recorded an event which was to have such an enormous impact on the lifeboat service in the decades to follow. Sadly, Richard Oakley, MBE, MRINA, designer of this type of self-righting lifeboat, died in March this year.

He joined the RNLI in 1928, having originally been employed by S E Saunders Ltd, who had built some of the finest of the earlier powered lifeboats. In 1940 he became Surveyor of Lifeboats and designed the 37ft Oakley class which went into service in 1958 and the larger 48ft 6in boat in 1963, the year he was appointed the Institution's Naval Architect.

Both these types of lifeboat employed the innovative self-righting technique of transferring 1½ tons of water ballast into a righting tank on the port side.

So interlinked became the name of Richard Oakley and the lifeboats he designed, it is not altogether surprising that in an essay on lifeboats a schoolgirl stated that they were constructed *either of steel or of oakley*. Mr Oakley retired in 1966 but his name will long live on in the Institution's history as one of the principal architects of the modern lifeboat fleet.

Named after founder

The new Douglas, Isle of Man, 47ft Tyne class lifeboat, due to arrive on

NEWS POINT

HURRICANE HEROES

For those who lived through it, the hurricane which hit the south and south east coasts of England during the early hours of October 16 last will forever be imprinted on their memories.

None more so than the lifeboatmen who braved the most severe conditions to go to the help of vessels and individuals in distress during that horrendous storm.

The heroism of the crews who braved winds of hurricane force 16-plus to complete successful services at Dover, Weymouth and Sheerness has been recognised by the RNLI's Committee of Management in the award to them of medals for gallantry, details of which can be found elsewhere in THE LIFEBOAT.

In each case the point was amply demonstrated that however highly developed lifeboats become and whatever the degree of sophistication of the equipment they carry, in such extreme circumstances the factor which really counts is above all other still the willpower, determination to succeed and courage of the men who take them to sea.

station later this summer, is to be named after the Institution's founder, Sir William Hillary.

Douglas was Sir William's home and it is there that he wrote his "Appeal to the British Nation" in 1823, after witnessing many shipwrecks off the Isle of Man. His publication came to the notice of Thomas Wilson, MP for the City of London and other influential people and at a subsequent meeting held in the City of London Tavern, on March 4, 1824, the National Institution for the Preservation of Life from Shipwreck—30 years later to become the RNLI—was formed.

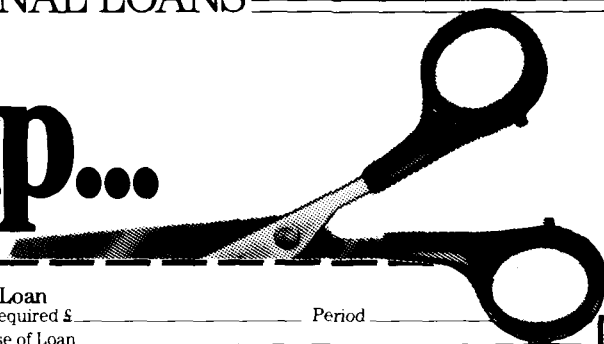
Sir William Hillary was awarded the Institution's gold medal for being its founder. As a lifeboatman at Douglas he saved more than 300 lives and was awarded a further three gold medals for his bravery.

Mermaid Ball

The annual RNLI Lifeboat and Mermaid Ball held last December at the London Hilton raised a record sum of approximately £55,000. The ball, which was organised by an independent Mermaid Ball committee, chaired by Mrs Robert Dean, in conjunction with the Central London Committee, was attended by 880 people. Amongst those

(Continued on page 260)

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5000	454.16	5449.92	245.84	5900.16	176.40	6350.40	125.00	7500.00
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(Continued from page 258)

attending were Peter de Savary and Rear Admiral W J Graham, the then director of the RNLI.

The first prize in the raffle was a holiday in Barbados and there were £8,500 worth of tombola prizes, plus lucky programme prizes.

The ball has been an annual event for many years and has raised thousands of pounds for the lifeboat service.

RHS Awards

Three members of Anstruther lifeboat crew have received Royal Humane Society Certificates of Commendation for their part in rescuing a local schoolboy who was swept into the sea while playing at the water's edge close to Anstruther's East Pier last July.

Coxswain Peter Innes Murray, Assistant Mechanic George Milne and Crew Member Peter Duncan Murray helped 26-year-old Colin Andrew Baird after he had dived into the harbour and brought the boy to safety, placing him in his car, which he had earlier parked 40ft from the end of the pier.

Milne and Innes Murray arrived as a large wave washed over the pier and car, dragging the vehicle along so that

its front wheels hung over the pier's edge. They both held on to the car to prevent it falling over the edge. Milne slipped and would have fallen into the harbour if Duncan Murray had not caught hold of him. Mr Baird, his niece and the schoolboy got out of the car, which was eventually towed to safety.

Royal meeting

Guest of honour at this year's annual presentation of awards at the Royal Festival Hall will be Her Royal Highness Princess Alexandra, the Honourable Mrs Angus Ogilvy, gcvo. The ceremony takes place at 2.30 on the afternoon of Tuesday, May 10, 1988, when the Princess will be presenting bravery medals to lifeboatmen and other awards to long-serving voluntary workers.

Seafarers' service

Three lifeboatmen attended the annual national service for seafarers in St Paul's Cathedral on Wednesday October 21, 1987. Martin Woodrow, crew member of Bude lifeboat, was the Institution's colour bearer at the service, escorted by fellow crew members Terence Archer and Paul Westaway.

The committee of management was represented by deputy chairman Mr Michael Vernon. Rear Admiral W J Graham, the then director, also attended the service.



His Royal Highness the Duke of Kent, president of the RNLI, pictured at the helm of Tynemouth's 52ft Arun class lifeboat *George and Olive Turner* during a tour of the north-east last November.

photograph by courtesy of the *Newcastle Chronicle and Journal*



The rigid inflatable lifeboat Johannes Frederik pictured on a recent visit to RNLI headquarters at Poole. The new design of lifeboat will be operated by the North and South Holland Lifeboat Society. Lt S Wiebenga, the society's deputy director, was in command for the visit and for the subsequent circumnavigation of the British mainland before the vessel returned to Holland in time for Easter. The Johannes Frederik is 47ft long, with a 17ft 8in beam, a draft of 2ft 9in and displacement of 14.7 tonnes. Her cruising speed of 25 knots is made possible by two Deutz air cooled diesel engines of 450hp, driving Kamewa jet units.

photograph by Shelley Griffiths



Norfolk-based artist Mick Bensley puts the finishing touches to one of the 40 watercolours of lifeboat rescues to be featured in a one-man exhibition at the Picturecraft Gallery, Holt, Norfolk from May 28 to June 2 this year.

New RNLI film

"Beside the Seaside", a new film commissioned by the RNLI to celebrate the 25th anniversary of inflatable lifeboats, was launched in London on March 4, 1988, the 164th birthday of the Institution.

A review of the film, together with details of how to obtain a copy, can be found on page 278.

LIFEBOAT RESCUES

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There will be a major exhibition of Mick Bensley's Lifeboat Rescue Paintings at Holt, Norfolk from 28th May - 2nd June 1988. More details from 'In The Picture'.



LIFEBOAT SERVICES



South East Division

Three rescued in hurricane



SILVER MEDAL

IN THE EARLY HOURS of Friday, October 16, 1987, hurricane force south-south-westerly winds of force 16-17, gusting at times to more than 100 knots, left a trail of destruction along the south and south-east coasts of England and, to a lesser degree, affected most parts of the British Isles.

At 0503 HM Coastguard Dover Maritime Rescue Co-ordination Centre received a Pan message from the Bahamian bulk cargo vessel *Sumnia* (1595 grt and 299ft in length), to warn that she was dragging both anchors and drifting in the extremely severe weather conditions, some 3½ miles east of Folkestone.

At 0506 this warning was upgraded to a MAYDAY and Dover Coastguards contacted Dover lifeboat station honorary secretary, Captain Peter White, asking for Dover lifeboat to be placed on standby.

Crew pagers were activated immediately and Captain White also telephoned Acting Coxswain, Second Coxswain/Mechanic Roy Couzens to ask that the crew be mustered to standby and await further instructions.

Outside Dover Harbour, seas were up to 60ft in height. The breakwaters were suffering much severe damage (50 ton stone blocks were being broken away and hurled into the sea by the wind) and a 17 ton bowser full of diesel fuel had just been washed off the Inner Pier into the harbour.

Inside the harbour, seas were some 20ft in height and visibility varied, but was at best 50 yards and frequently nil, due to spume and spray.

The crew mustered at 0529, having travelled in total darkness as there was no electric power in either the town or the harbour.

Crew Member Christopher Ryan found his car undrivable as a fallen

chimney stack had demolished its roof and so he ran to the lifeboat, dodging flying portions of wooden bill board, torn from their locations by the hurricane force wind.

At 0545 the crew, monitoring the VHF radio on the lifeboat, heard that the *Sumnia*, which was in ballast, had declined a tow from the harbour tug *Deft*, which reported at 0551 that due to the violent conditions it would in any case be impossible to put men on deck to man a tow line.

Acting Coxswain Couzens decided to clear the lifeboat berth and await further orders nearer the harbour's western entrance after learning from VHF transmissions that the *Sumnia* had struck the easternmost breakwater arm there, was ranging and rolling violently, creating an extremely hazardous situation in which there was imminent risk of loss of life.

However, as Dover's 50ft steel Thames class lifeboat *Rotary Service* attempted to clear her pontoon berth, a combination of the violent wind and ranging alongside caused the forward back spring mooring to be swept into the water, fouling the starboard propeller.

The lifeboat was eventually re-secured, using the anchor warp attached to an adjacent pontoon and winching alongside using the capstan. The help of divers was then requested.

They arrived at 0620 and entered the water at great personal risk. At about 0655 they reported that the mooring rope was clear from the starboard propeller shaft, but still wound around the starboard propeller.

Nevertheless, Acting Coxswain Couzens decided that the lifeboat should proceed without further delay, such was the urgency of the situation

and so, at about 0657, in darkness and still with no harbour lighting, *Rotary Service* set off at full speed down the inner harbour.

Visibility there was 50 to 100 yards and the fouled propeller was causing the lifeboat to vibrate (a condition which worsened the longer the service continued).

As *Rotary Service* rounded the Prince of Wales pier she encountered confused seas of some 20ft in height. Visibility varied from frequently almost nil in the spume and spray to, very occasionally, 500 yards.

The lifeboat was rolling heavily and shipping sea and spray overall, such that after only a few minutes the entire crew were soaked save for Crew Member Geoffrey Buckland in the wheelhouse.

The *Sumnia's* green navigation light was sighted before visibility closed down once more. The lifeboat continued to roll heavily, shipping beam seas, with the crew on the weather deck frequently being up to their waists in water.

Visibility improved briefly and, at about 100 yards distant, almost on the lifeboat's starboard beam, *Sumnia* was sighted hard up against the breakwater, ranging some 30ft up and down it and—as reported by *Deft*—rolling up to 80 degrees with capsize imminent.

At 0700 Dover lifeboat reported her position as 20ft from the casualty's port bow, Couzens having with great skill manoeuvred the lifeboat in the heavy and confused seas, past the wreck buoy and as close as he could to the *Sumnia* to see if any of her crew were visible.

In the half light which had replaced the total darkness, two figures in life-jackets were seen on deck. However, as Couzens, having again used great skill



Dover's 50ft Thames class lifeboat *Rotary Service*

in the confused 20ft seas to manoeuvre *Rotary Service* around to the casualty's starboard bow, was appraising the situation with Acting Second Coxswain Michael Abbott, the *Sumnia* was engulfed by a huge wave.

When it had passed there was no sign of either of the two crew members sighted earlier and it was obvious that they had both been washed overboard.

The lifeboat crew on deck made their way with considerable difficulty up the lee side onto the foredeck to effect a better lookout, but were forced back by the seas being continuously shipped forward.

One person was then spotted in the water some 15 feet from the casualty's bow. Acting Coxswain Couzens skilfully manoeuvred the lifeboat alongside him at the first attempt, amid much flotsam and, despite the violent motion of the lifeboat, the conscious survivor was hauled on board and placed beside the wheelhouse door.

At 0704 a second person was spotted in the water 20 feet away and again with only one attempt Couzens put the lifeboat alongside, allowing this second conscious survivor to be brought inboard. Both survivors were placed in the wheelhouse and strapped in.

They confirmed that the *Sumnia* had a crew of six. As the bow section had now apparently broken off and sunk and the remaining part of the vessel was on her beam ends to seaward of the breakwater end, Couzens decided to search outside the harbour for further possible survivors.

The crew on deck all secured themselves by their lifelines to a strong point on the lifeboat and, with exemplary boathandling and excellent timing the acting coxswain turned *Rotary Service* to starboard to line up for the western entrance to the harbour.

During this manoeuvre the lifeboat was hit by several huge waves, knocking her off her heading in the hurricane force winds.

One 60ft sea saw the lifeboat drop 30ft from the crest into the trough, landing extremely heavily. Her bows were buried into the bottom of the next oncoming sea such that she was totally engulfed in green water and almost immediately knocked down to port. Some of the crew thought the lifeboat was about to capsise.

It was during this encounter that Couzens found himself landing very heavily between the throttles and the wheel, despite still being secured in his harness.

Two harbour launches, *George Hammond II* and *Verity*, were braving conditions in the outer harbour also searching for survivors and at 0709 *Deft* reported seeing a man in the water just inside the eastern entrance and sought urgent lifeboat assistance.

While Couzens, again using great skill, brought the lifeboat into the relative safety of the outer harbour, having spent some time searching on

the seaward side of the harbour's western entrance, *Deft* managed to drag this third survivor aboard.

At 0714, among the vast amount of floating debris and diesel fuel (leaking from the wrecked bowser) Abbott spotted a lifejacket and the lifeboat was expertly manoeuvred astern towards it.

Crew Members Eric Tanner and Dominic McHugh in the starboard waist recess, aided by Abbott, started to bring the apparently empty lifejacket inboard, only to find that it was being worn by a fourth survivor, who was given immediate first aid by Crew Member Robert Bruce, who succeeded in restoring the apparently lifeless man's breathing.

Rotary Service, meanwhile, was taken back towards her pontoon berth, landing the three survivors at 0724 from alongside the tug *Deft's* berth. Three minutes later the lifeboat returned to the Outer Harbour to resume the search for more survivors. Several empty lifejackets were found but nothing more.

During this search Acting Coxswain Couzens asked Abbott to take over at the wheel as he was feeling unwell. Shortly afterwards Couzens collapsed and Abbott asked Crew Member Buckland to inform the coastguard that the lifeboat was returning immediately to the tug haven and that an ambulance was required urgently.

The crew then carried the 40-year-old Couzens (who it later transpired had suffered a heart attack) to the weather deck in readiness for being landed. No ambulance had been able to get through because of fallen debris blocking roads and so Deputy Launching Authority Ken Miles drove Couzens by car to Buckland Hospital where he was placed

in the intensive care unit.

The search for more survivors from the *Sumnia* was called off by Dover Coastguards at 1215. The lifeboat crew had been stood down by the coastguards, after landing Couzens, but remained at immediate readiness in the crew room.

Following this service and in recognition of his excellent seamanship, outstanding boathandling, tremendous courage and determination to carry on despite serious injury, resulting in the successful recovery of three survivors in weather conditions of unparalleled severity, Second Coxswain/Mechanic (Acting Coxswain) Roy Couzens has been awarded the Institution's silver medal for gallantry.

For their considerable courage, disregard for personal safety and outstanding efforts in performing this successful service, the Institution's bronze medal for gallantry has been awarded to Emergency Mechanic/Emergency Coxswain Michael Abbott and Crew Members Geoffrey Buckland, Dominic McHugh, Christopher Ryan, Robert Bruce and Eric Tanner.

A framed letter of thanks from the Institution's chairman, the Duke of Atholl, has been accorded to Shore Helper David Moore for his help to the divers during their hazardous task and in landing the survivors.

Similar letters go to the master and crew of the Dover Harbour Board tug *Deft* and letters of thanks signed by the RNLi's director, Lt Cdr Brian Miles, have been sent to the crews of the launches *George Hammond II* and *Verity* and to Universal Marine Divers of Dover, naming the two operators, Mr M Cook and Mr D Gill who cleared the lifeboat's fouled propeller shaft.



JERSEY, Channel Islands, November 17, 1987: Helmsman Tony Able, on board St Catharine's C class inflatable lifeboat, towing home the States Fire Service Zodiac inflatable rescue craft which had become swamped and suffered engine failure during a cliff rescue the previous day. Then, firemen had sent up a red flare to alert the lifeboat, which stood by while they scaled the 200ft cliffs to safety. The Zodiac was secured above the high water line and recovered the next day.

photograph by courtesy of Jersey Evening Post

South West Division

Catamaran five rescued



BRONZE MEDAL

AT 0100 ON OCTOBER 16, 1987 Portland Coastguard contacted Lt Cdr B F Morris, honorary secretary of Weymouth lifeboat station, to inform him that a 40ft catamaran, 12 miles south of Portland Bill, was stationary under bare poles. She was experiencing engine and steering problems but the owner/skipper said he did not want lifeboat assistance.

In view of the weather, south south westerly storm force 10, with rain reducing visibility and the forecast of increasing wind strength, Lt Cdr Morris decided to assemble the lifeboat crew.

While he was doing this the catamaran, *Sunbeam Chaser*, requested lifeboat assistance. Her mast was being severely shaken and one engine was faltering. The lack of engine power meant that the skipper could not keep the vessel's head to sea so he turned and started running with the sea on his starboard quarter.

At 0120 Weymouth lifeboat, the 54ft Arun class *Tony Vandervell*, slipped her moorings and proceeded under the command of Coxswain/Mechanic Derek Sargent. The normal track to the casualty would be between the Shambles and Portland Bill. However, weather conditions that night prevented such action and a course was set to go outside the Shambles.

During this passage the VHF aerial was washed away and a windscreen motor became jammed. Nine foot of starboard spray rail was damaged, the Decca Navigator lost lock, the plastic clips securing the inflatable Y boat carried on board were torn loose and two crew members went on top to lash the boat down.

Two perry buoys and a boathook were also washed overboard. To further distract the coxswain, the small amount of water in the bilges was thrown up and constantly set off the bilge alarm.

The coxswain set a VHF/DF course for the casualty's area, where HMS *Birmingham* and RFA *Black Rover* were standing by. Radar contact was made with the warship at a range of nine miles and as the lifeboat closed the casualty's lights could be seen. HMS *Birmingham* had laid oil in an attempt to minimise the breaking sea and RFA *Black Rover* attempted to form a lee for the casualty.

The lifeboat arrived on the scene at 0420 and the catamaran could be seen running east with a jib roller reefing and reefed nearly home. The lifeboat radio operator spoke with the casualty and a request was made from *Sunbeam Chaser* that the crew be taken off.

This request was seemingly made without the consent of the skipper. He sat in the conning seat on the starboard side, looking fixedly ahead, apparently not acknowledging the presence of the lifeboat.

The crew of the catamaran, three men, a youth and a woman asked to be taken on board the lifeboat. RFA *Black Rover* could not get close enough to provide an effective lee and the catamaran skipper continued running with the sea on his starboard quarter, which caused the craft to corkscrew wildly.

On board the lifeboat Coxswain Sargent went to the upper steering position and the crew ranged fenders down the lifeboat's starboard side. Four crew members clipped themselves to the safety wire in the starboard waist, one to the starboard quarter and one stood ready by the after door to transfer the casualties into the main cabin.

The coxswain then approached the casualty's port quarter and started easing the lifeboat up to the catamaran, which was still corkscrewing wildly and veering away whenever the lifeboat came close. The coxswain was very conscious that if the casualty veered to port the lifeboat could have driven over the top of her.

After 15 minutes the coxswain got alongside and one man was grabbed before the catamaran once again veered away. After another five minutes the three men and the woman were transferred to the lifeboat.

During the whole time the lifeboatmen were constantly up to their waists in water, swamped by the following sea.



Coxswain Derek Sargent

Throughout the operation the skipper ignored the lifeboat despite appeals through the coxswain's loud hailer. It was, therefore, a skilful display of seamanship by the coxswain that not only resulted in the rescue of five people but ensured that no damage was done to either boat.

The skipper, by his silence, made his intention to stay with the catamaran very clear. The five survivors were wet and cold, one suffering from shock and the coxswain wished to get them ashore as quickly as possible. However, he could not leave the owner/skipper, so remained to escort him into Weymouth.

The skipper did not follow the lifeboat nor did he acknowledge radio instructions that he was getting too close to the Shambles. The catamaran took the route between the Shambles and Portland Bill and passed east of West Shambles buoy. The coxswain



CAMARTHEN, October 19, 1987: Crew members of Tenby's 16ft D class inflatable lifeboat crew found themselves afloat several miles from the sea when they were called in by police and coastguards to help with flood relief at Camarthen, following the severe gales and storms of last October. Helmsman Roy Young and Crew Members Clive and Peter Thomas spent all of Monday, October 19, assisting other emergency services. Among their duties that day they towed a fire service inflatable across the flooded River Towy; picked up the local postmaster and helped him to remove several bags full of money from his post office to safety and towed a big fuel tank from the office of a garage, where it was causing damage as it floated in the water.

photograph by courtesy of Ralph Carpenter

reported that if the casualty had been 100 yards further east he would have broken up on the Shambles.

When the shelter of Weymouth Bay was reached seamen from HMS *Birmingham* transferred to the casualty to assist as crew for entry into Weymouth.

At 0930 Weymouth lifeboat secured alongside to land the five survivors.

Following this service the bronze medal for bravery was awarded to Coxswain Derek Sargent. Medal service certificates went to Second Coxswain Christopher Tett, Assistant Mechanic Colin Pavey and Crew Members David Pitman, Robert Gray, Robin Blues and Graham Keates.

Letters of thanks signed by the director, Lt Cmdr Brian Miles, were sent to the Commanding Officer, HMS *Birmingham* and the Master, RFA *Black Rover*.

Scotland (North) Division

Called out twice

FRIDAY, JULY 17, 1987, found Scotland's Banffshire coast in the grip of force 6-7 east-south-easterly winds and rough seas, with overcast skies and rain squalls adding to the wintry scene.

At 1939 the station honorary secretary at **Buckie**, Mr John Fowlie, in response to his pager signal, telephoned HM Coastguard MRSC in Peterhead and was asked to launch the station's 52ft Arun class lifeboat *Charles Brown* to the aid of the auxiliary yacht, *Samphire* which had suffered sail damage in the heavy weather.

The yacht's approximate position was given as 20 miles north of Macduff.

Mr Fowlie was already at the boat-house, in discussion with Coxswain John Murray and other key crew members and was, therefore, able to reply that *Charles Brown* would launch immediately.

The lifeboat slipped her moorings at 1943 and, having cleared Buckie Harbour, steamed to one mile clear of land to be able to receive a VHF signal from the *Samphire*, so that a course could be obtained from the DF equipment.

The casualty's position was fixed at four miles north of Troup Head. Her skipper had been instructed by the coastguard earlier to proceed southwards with caution and Coxswain Murray set his course to intercept the yacht.

The strong winds, gusting above 40 knots, were causing a swell of 30 feet at times and the tide was one hour after high water neaps, giving a 0.8 knot set to the east. Between rain squalls maximum visibility was one mile, but the motion of the lifeboat, with heavy driving spray, was making the task of the lookouts difficult. Coxswain Murray therefore reduced speed to 10 knots as he approached the search area, detecting the *Samphire* by radar at three miles range and seeing her at a mile, on a southerly heading under reduced sail.

The lifeboat went close alongside at



2120 and established that the three occupants were all right. The yacht's engine was started, the sails were stowed and the *Charles Brown* escorted her to Macduff Harbour, at about six knots, arriving at 2200.

When assured that all was well aboard the *Samphire*, the lifeboat sailed for her station at 2220, arriving at 2330.

Two hours later, the *Charles Brown* was at sea again, this time to go to the aid of the 50ft Swedish topsail schooner *Monsoon of Ekerö*, reportedly broken down five miles north east of Portknockie.

The sky remained overcast and visibility was again limited to one mile between rain squalls. The easterly wind, force 6-7, showed no signs of abating and the sea state continued to be rough with a pronounced swell.

An hour after low water neaps the tide was flowing from the east at less than one knot. On clearing the harbour Coxswain Murray set course at full speed for the casualty's reported position. The yacht was called on VHF radio, but her reply was weak and broken and no DF bearing could be obtained.

On reaching the datum position a search was carried out, but nothing was found.

Moray MRSC was asked to relay to the *Monsoon* that the lifeboat was about to fire off a white paraflare. Coxswain Murray asked the yacht to look for it and take a bearing.

When the casualty reported no sighting, the coxswain stopped the *Charles Brown* and obtained the best VHF/DF bearing he could get. The bearing indicated that the *Monsoon* was between west and west north west of the lifeboat and the coxswain set a course of 280° at full speed, informing the MRSC of his actions.

The coxswain then asked Moray MRSC for their best DF bearing of the casualty and crossed this with his own to give an approximate position of six miles north of Burghead. Another bearing from the coastguard aerial at Thrumston confirmed the approximate position of the *Monsoon*.

The casualty was detected by radar at three miles range and seen at one mile. She was seven miles north west of

SHERINGHAM LIFEBOAT Crew Member David Williams is pictured with his son Robert and daughter Caroline, who helped him in coming to the aid of a drowning man while on holiday in Minorca in September last year. Mr Alan Redhead, of Leeds, was also on holiday at the Spanish island resort when he became trapped between rocks in heavy seas and lost consciousness. Mr Williams, who was strolling along the beach with his wife Audrey and the two children, spotted Mr Redhead, dashed into the sea to his rescue and was himself battered against the rocks, receiving several bad cuts. He found Mr Redhead underwater and, when he realised that he had stopped breathing, applied artificial respiration before dragging the 13 stone man to the beach. Robert and Caroline, meanwhile, raced for a mile across soft sand to fetch a doctor. Both Mr Williams and Mr Redhead are now fully recovered. In a letter to Mr Williams, the then director of the RNLI, Rear Admiral W J Graham, said: *All of us here at headquarters were very impressed by your immediate response to the situation. Without hesitation and regard to your own safety you went to the rescue. Mr Redhead owes his life to you and your two children . . .*



RNLB *Charles Brown*

Burghead, with her anchor down, at full scope, in approximately 100 feet of water and dragging.

She had only a small scrap of sail hoisted (it was learned later that she had suffered rigging failure). Her engine was unusable and she was pitching heavily in the rough seas and heavy swell, burying her long bowsprit.

At 0316, as the *Charles Brown* approached the yacht, her anchor line was cut free. Coxswain Murray learned that the four occupants were not injured and did not want to transfer. A towline

was passed from the lifeboat and, after some initial difficulty by the yachtsmen in securing it, was taken up at dead slow speed.

The sheering of the yacht in the heavy weather made progress slow, despite the use of a long line. Moray Coastguard reported the wind speed as force 9, but the coxswain estimated it as only force 8 as he progressed at idling speed towards the land, on a course of 140°.

Within one mile of the land some lee was experienced and the coxswain now had the benefit of daylight. The towline was progressively shortened as the *Charles Brown* approached Burghead from the south west.

Near the entrance the swell, following the contour of the headland, caused the lifeboat and her tow to sheer violently, but once this had been negotiated safely the yacht was secured alongside at 0549.

After a hot drink and having ensured that the survivors were not in need of further aid, *Charles Brown* sailed from Burghead at 0615, arriving at Buckie at 0725. She was moored, refuelled and ready for service ten minutes later.

Following this service, in recognition of the teamwork and dedication displayed by Coxswain Murray and his crew during these two arduous services, a framed letter of thanks signed by the Duke of Atholl, chairman of the Institution, has been presented to Coxswain John Murray, Acting Second Coxswain Kenneth Farquhar, Mechanic George Stewart and Crew Members Phillip Latchem, Gordon Lawtie and Steven Matheson.

East Division

Skin diver missing

AT 1335 ON SUNDAY, AUGUST 23, 1987, Humber Coastguard informed the station honorary secretary at **Flamborough** lifeboat station, that a skin diver was missing off Flamborough Head.

He agreed to an immediate launch, firing the maroons at 1338. Ten minutes later Flamborough's 37ft Oakley class lifeboat *The Will and Fanny Kirby* launched down the slipway and proceeded on service.

The weather was good with occasional rain showers reducing visibility. The wind was north-easterly 3/4, giving a slight sea and there was a low north-easterly swell. It was 3½ hours before high water.

An immediate search was started and at 1400 the diver was sighted on a ledge inside a cave, at the foot of the cliffs, at a point where they are about 200ft high with a slight overhang. The surrounding water is full of rock ledges and scars.

A Wessex helicopter from RAF Leconfield attempted a rescue, but could not in the conditions get close because of the cliffs. Coxswain James Major knew he could not get *The Will and Fanny Kirby* close in a powered inflatable in

the area was waved across.

The inflatable, a 14ft Domino 6, powered by an Evinrude 40hp engine with remote midships control, came alongside with the owner, Mr David James, of Basford, Nottingham aboard.

He agreed to help and Second Coxswain/Mechanic Leslie Robson and Assistant Mechanic Robin Sunley jumped aboard.

With Robson taking the helm, the inflatable started an approach through the broken, rock-filled water towards the diver at the cliff base. As they got near, a large breaking sea lifted the boat on to a rock ledge and stranded her there. The next sea filled the boat, washing her off and under the cliffs.

The inflatable was then manoeuvred as close as possible in the confused seas, filling twice more before Sunley and Robson jumped over the side and dragged her in closer.

Mr James then jumped over to help hold the boat while Sunley scrambled up to the skin diver, persuading him to leave his refuge and climb into the inflatable. Sunley then held on to the bows as the others climbed aboard and Mr James started the engine. The boat was in gear and set off, carrying Sunley off his feet and seawards, hanging on to the bow painter.

Robson put her out of gear and, as another sea filled the inflatable, lifted his colleague aboard. The boat was then driven out through the sea to the lifeboat and the survivor and Mr James were put on board.

Robson and Sunley started a search around the shoreline for a second skin

diver reported missing, but he was found ashore and they were called back to *The Will and Fanny Kirby* at 1425.

The lifeboat and inflatable returned to Flamborough, where the lifeboat was rehoused, refuelled and ready for service at 1500. The casualty was landed on the beach and delivered to the care of the coastguards. He did not need medical treatment, although he was checked over by a waiting ambulance crew.

Following this service a framed letter of thanks signed by the Duke of Atholl, chairman of the Institution, was presented to Second Coxswain/Mechanic Leslie Robson, Assistant Mechanic Robin Sunley and to Mr David James, in recognition of their resourcefulness and skill in effecting a difficult rescue in dangerous waters.

Ireland Division

Two saved from yacht

AT MIDNIGHT ON SUNDAY, JULY 19, 1987 two members of **Arranmore** lifeboat crew were alerted by the sound of her distress siren to the plight of the yacht *Achill Beg*, which had broken from her moorings and was being swept towards the rocks at a point known locally as Gob Dubh.

The yacht had broken free in a strong northerly gale, gusting force 7 to 8, which had blown up while the male members of her crew were ashore for refreshment.

Still on board were the skipper's wife



EASTBOURNE: Two 11-year-old boys were rescued by Eastbourne's 16ft D class inflatable lifeboat on the evening of Thursday, January 7, 1988, after their small dinghy filled with water and began to sink. Their cries for help were heard by an angler, who raised the alarm. The lifeboat, with Helmsman Ian Stringer and Crew Members John Cooper, Malcolm Hollobone and John Ward on board, launched within 10 minutes of Dover Coastguard's call-out and arrived at the scene two minutes later at 1742. Coastguard Sector Officer Graham Russell fired a parachute flare to illuminate the boys' empty boat. Using a battery-powered searchlight, the lifeboat crew spotted one of the casualties and pulled him on board, with help from Crew Member Hollobone, who entered the water. The second boy was seen 50 yards away, but then disappeared. Crew Member Hollobone let go his hold on the lifeboat to enable his colleagues to reach the boy quickly. Both boys were landed safely and taken by Mr Russell in his Coastguard Land-Rover to hospital, where they were treated and later reunited with their grateful parents. The lifeboat, meanwhile, re-launched to pick up the fourth crew member and to recover the boys' boat.

photograph by courtesy of the Eastbourne Herald

FAMILY RESCUED



ST HELIER, JERSEY, August 23, 1987: the 44ft Waveney class lifeboat *Thomas James King* takes in tow the 48ft cabin cruiser *La Belle Dame* after a MAYDAY alert, when the Shoreham-based vessel hit the Hinguette reef at 1418 and began to sink. The family of four on board were transferred to the lifeboat before the tow began and *La Belle Dame* was taken in to St Helier Harbour and grounded on the old lifeboat slipway. The incident happened during a lifeboat open day and the *Thomas James King*, her crew already on board for the display, reached the casualty within four minutes of the alarm being raised. Army divers from the Royal Corps Transport vessel *Arezzo* put down flotation bags to enable *La Belle Dame* to be pumped out before being repaired.

photograph by courtesy of Jersey Evening Post

ENGINES FAILED



SCARBOROUGH, August 1, 1987: the 37ft Oakley class lifeboat *Amelia* arrives back at Scarborough with the 38ft yacht *Tin Fish* which she had towed 24 miles after the vessel's engines had failed. A force 5/6 north-westerly wind at the position of the casualty was creating rough seas on a 6-8ft swell. The casualty had on board an elderly couple, new owners of the yacht, who were both suffering from exhaustion and sea sickness and were unable to sail the boat as a result. Having delivered the *Tin Fish* to the safety of Scarborough Inner Harbour, the *Amelia* was rehoused and ready for service at 1800, more than seven hours after launching.

photograph by courtesy of Scarborough Evening News



FALMOUTH, NOVEMBER 15, 1987: harnessed into a helicopter strop, WEM J R Stevenson is lowered gently from the boat davit of his ship *HMS Challenger* to the deck of Falmouth's 52ft Arun class relief lifeboat *Ralph and Bonella Farrant* after being taken seriously ill on board the Royal Naval vessel. The lifeboat, with Coxswain Vivian Pentecost at the helm, left her moorings at 1008 in a force 7/8 south-westerly wind and rendezvoused with *HMS Challenger* in Falmouth Bay at 1026. The casualty was landed at Custom House Quay 21 minutes later, transferred to a waiting ambulance and taken to Truro Hospital for an operation, from which he has since fully recovered.

photograph by courtesy of HMS Challenger



PORT ISAAC, August 8, 1987: two anglers, cut off by the tide when they clambered to remote rocks north of Hole Beach are picked up by Port Isaac's 16ft D class inflatable lifeboat, earlier alerted by Hartland Coastguards. The alarm was raised at 1631, after the casualties had been seen waving a red bait box to attract attention. The lifeboat was rehoused and ready for service at 1735, having landed the pair unharmed at Port Isaac.

photograph by courtesy of Alan Rogerson

and daughter, who had sounded the alarm.

Second Coxswain/Assistant Mechanic Francis Bonner and Shore Second Coxswain/Mechanic John O'Donnell, hearing the siren, had only a few minutes in which to size up the situation.

They ran to the pier, where the yacht's inflatable dinghy was tied up,

started its outboard and reached the *Achill Beg*, rescuing the two women 10 minutes before the vessel ran aground.

Arranmore's 47ft Tyne class lifeboat *William Luckin* was launched in an attempt to recover the yacht, but she had been holed below the water line and sank within 30 minutes of hitting the rocks, leaving only her bows above

the surface.

A letter signed by the then director of the RNLI, Rear Admiral W J Graham, has been sent to Second Coxswain/Assistant Mechanic Francis Bonner and Shore Second Coxswain/Mechanic John O'Donnell, praising their quick reactions and devotion to duty, resulting undoubtedly in the saving of two lives.

East Division

Stranded swimmer

REDCAR LIFEBOAT CREW were paged at 1428 on Saturday, August 8, 1987, following a report of a man having been cut off by the tide below Hunt Cliff, Saltburn.

The station's Atlantic 21 rigid inflatable lifeboat *Wildenrath Wizzer* launched six minutes later, followed in another five minutes by the D class inflatable lifeboat D 237, on temporary station duty at Redcar.

The swimmer—an American visitor—was located by the Atlantic 21 at approximately 1450. He was standing on a fall of shale, clear of the water and about 30ft wide, at the base of the 250ft cliffs.

At the scene, 10ft swells were breaking against the cliffs and for some distance offshore.

Wildenrath Wizzer attempted to veer down to the casualty, but could not find a hold for the anchor and after three attempts had to abort. D 237 arrived and, with a line to the Atlantic 21 also attempted to veer down, but without success.

The Atlantic 21 then approached as near to the casualty as possible, enabling Crew Member Anthony O'Donnell to enter the water and, with a line, swim to the base of the cliff.

The lifeboat was rearing in the heavy swell, however and the line was lost.

The D class, which had been standing by, transferred Crew Member Ernest Bennett to *Wildenrath Wizzer* and a further attempt was made to send a line ashore, using Bennett as the swimmer.

The heavy swell and side sweep of the tide carried the line to leeward where it became foul of some underwater obstruction. There was a growing danger of Bennett, who was by this time also on the shale, being dragged into the water towards the obstruction and so he was forced to let go of the line.

At this juncture the D class was driven ashore on to the shale in a heavy breaking swell. The boat was turned head to sea and, with the American swimmer on board, was held by three crew members while Helmsman Steve Morris attempted to re-start the engine.

This attempt failed and the boat was torn from the grasp of the three crewmen in the water by the weight of three much larger swells. Helmsman Morris was thrown against the engine and sustained a deep cut below the left eye.

Both he and the casualty had to leave the boat quickly as she was being swept from the shale and was about to be dashed against the base of the cliffs.

It was now 1514 and this last incident was observed from the top of the cliffs by coastguards who asked for assistance from a Sea King helicopter from RAF Boulmer. The helicopter arrived at 1005 and winched the four crew members and the swimmer on board, transferring them to the Atlantic 21 lifeboat.

Helmsman Peter Hodge then transferred the casualty to **Teesmouth's** 47ft Tyne class lifeboat *Phil Mead*, which had arrived to offer any possible assistance. *Wildenrath Wizzer* then returned to station and was beached at 1642.

The D class could not be recovered until the tide had ebbed considerably. By 1910, with the welcome help of Redcar Beach Patrol, who helped with a four-wheel-drive vehicle, the crew were able to return D 237 to her trolley.

The engine suffered considerable damage, as did the VHF radio. Various items of equipment were missing but the hull, which was still inflated, seemed to have survived its battering remarkably well.

Following this service, a letter of commendation, signed by the then director of the RNLI, Rear Admiral W J Graham, was sent to the station, commenting that *the entire operation was carried out in an exemplary manner by everyone concerned* . . . adding that the fate which befell the D class in no way reflected upon anyone involved in the service.

South East Division

Cargo vessel alert

AT 0450 ON FRIDAY, October 16, 1987—the day Britain was hit by the worst storms for 200 years—the coaster *Union Mars* reported to coastguards that she had suffered steering failure three miles south south east of St Catherine's Point, Isle of Wight.

Although the vessel had not sought assistance it was feared that she could be driven ashore in the prevailing south-south-easterly storm force 10 winds. As a result the station honorary secretary at **Yarmouth**, was asked by the coastguard to have the lifeboat crew called to a state of immediate readiness.

Bembridge lifeboat was also standing by to launch and the coastguard rescue teams, too, were on alert.

After further discussion between the station honorary secretary, the operations staff at Poole RNLI headquarters and Coxswain David Kennett, it was agreed to take the Yarmouth



Coxswain David Kennett

lifeboat a 52ft Arun class, *Joy and John Wade*, around the north of the island to Bembridge to await further developments.

The crew were contacted and told to report to the boathouse. This proved to be no easy task for them, as many roads leading to Yarmouth were blocked by fallen trees, brought down in the storm. However, this did not deter them and by 0620 all had mustered.

The lifeboat left her moorings at 0623, proceeding east and, despite the worst conditions in the Solent in the experience of Coxswain Kennett, arrived off Bembridge at 0745, where she moored off the lifeboat slipway.

Meanwhile, the *Union Mars* had repaired her steering and by 0855 had fought her way to six-and-a-half miles south of St Catherine's Point and was turning towards the Nab.

By 1147 she had gained the lee of the island and was deemed to be out of danger. The lifeboat was therefore released to return to her station.

She returned at 1345, having picked up a stranded dory off the beach at Cranmore en route. This boat it was established immediately had broken away from her moorings off Bouldnor during the night and no-one was missing.

Following this service a letter of thanks, commending the Yarmouth crew members' determination and devotion to duty was sent by Lt Cdr Brian Miles, then the RNLI's deputy director/ chief of operations, to the station honorary secretary.



Yarmouth, Isle of Wight's Arun class lifeboat *Joy and John Wade*

Lifeboats of Southern Eire

IRELANDS LINKS with the RNLI are almost as old as the Institution itself and the tradition of lifesaving around its rugged coastline stretches back to the turn of the century.

Guarding the busy shipping lanes bringing transatlantic traffic into the Irish Sea, via St George's Channel, are nine of the country's 25 (soon to be 26) lifeboat stations, of which four are featured here.

Baltimore

Furthest west of the four lies Baltimore, established by the Institution in 1919.

The first lifeboat to be stationed there—a 45ft Watson motor lifeboat—the *Shamrock*, was provided from the Institution's funds and remained on station until 1950, launching 43 times and saving 34 lives.

Presiding at her naming ceremony on April 19, 1920 was the Venerable Archdeacon J H H Becher who, in 1916, was awarded the RNLI's silver medal for his part in the rescue of 23 men, by means of lines from the shore, of the ss *Alondra* of Liverpool, which ran ashore on the Kedge Rocks in dense fog and bad weather on December 29.

The Archdeacon also took part in the service on January 2, 1917 to the ss *Nestorian* after she ran ashore at Cape Clear Island, also in dense fog and in a very heavy westerly swell.

Archdeacon Becher was in charge of the lifesaving apparatus, which was carried two miles over a mountain to the wreck.

John Daly, Tim Daly, Michael Cadogan and Tim Cadogan, who put off in a small boat and at great risk to themselves to rescue two of the stranded crew of the ss *Nestorian*, were awarded silver medals.

The year before the *Shamrock's* arrival at Baltimore the silver medal was awarded to John Hart and the bronze medal to Timothy Murphy and Jeremiah McCarthy for their gallant conduct in saving five people from the fishing boat *Thomas Joseph* of Dublin, which was wrecked in a strong north westerly wind, with a very heavy sea, on Shirkin Island on the night of November 10/11, 1918.

The boat was on a trial trip with 11 people on board when she struck some rocks and six were drowned. The rescuers put off in a yawl and, at great personal risk, saved three men who were clinging to the mast and a man and a girl from the rocks.

The RNLI's district organising secretary for Ireland, Herbert G Solomon, speaking at the 1920 naming ceremony for the *Shamrock*, reminded those present that the original idea of placing a



Baltimore's new 47ft Tyne class lifeboat Hilda Jarrett

By Norman Hicks, Editor of THE LIFEBOAT

lifeboat at Baltimore came from Mr H P F Donegan of Cork, who knew every creek on the coast, prepared charts and furnished valuable information, which was irresistible to the Committee of Management when they came to consider the claims of Baltimore to a lifeboat.

Sixty years after the establishment of the station many of the yachtsmen taking part in the ill-fated 1979 Fastnet Race had good cause to be grateful to Mr Donegan for his foresight, the Baltimore boat having joined with several other Irish lifeboats to assist numerous yachts in difficulties during the storms of August 13/14.

Today, Coxswain Christy Collins and his crew are the proud custodians of a new £560,000 47ft Tyne class lifeboat, the *Hilda Jarrett*, which arrived on station in February this year.

But it was in the 48ft 6in Oakley class lifeboat *Charles Henry* that the Baltimore crew came to world attention when, in September 1985, they rescued Mr Charles Haughey, then leader of Eire's Fianna Fail opposition party and now the Republic's Prime Minister, after his 40ft yacht struck a rock and sank in thick fog near Mizzen Head.

Courtmacsherry

Although a lifeboat had been sent to Courtmacsherry Harbour in 1825, it was never housed and ultimately fell into decay. The Institution sent another boat there in 1867, building a boathouse for it at a cost of £170. THE LIFEBOAT of July that year records: *A life-boat establishment has been founded by the Institution at Courtmacsherry. . . . The Coast-*

guardsmen and boatmen here often run very great risk in rescuing by means of their own open boats the crews of wrecked vessels.

Indeed, in 1842 the Chief Officer of Coastguard, one B E Quadling, was awarded the Institution's gold medal for rescuing, with five of his colleagues the crew of 14 of the brig *Latona*.

Two years earlier the silver medal had gone to the same man for the rescue in an open boat of the crew of four of the sloop *John and Ellen*. Seven other men were given monetary rewards for their part in that rescue.

Since 1867 lifeboats at Courtmacsherry have launched on 212 occasions, saving 172 lives.

From 1969 until last year, the 47ft Watson lifeboat *Helen Wycherley* was stationed there, but has now joined the relief fleet and has been replaced by the 48ft Solent class *R Hope Roberts*.

Hopes are high among the crew of eventually being allocated one of the RNLI's new generation of fast modern lifeboats, with a Tyne class in the afloat mode the favoured class, because of the bad bar at the harbour's entrance.

Before any new boat can be allocated there, however, the harbour will need to be dredged, at an estimated cost of IR£50,000.

Station honorary secretary, Mr Des Bateman, said support on the dredging issue was very strong locally. *The county council is 100 per cent behind us, but the problem is just below high water, which makes it not their responsibility*, he said. *RTE (Eire's national television and radio network) and the Press have given us good coverage and the local TDs (Members of the Irish Parliament*

or Dial) are pressing as hard as they can to get it done.

The main problem is a lack of cash, but Mr Bateman is confident that, with support from the local community and businesses in the area, this problem can be overcome.

One of the main local industries is fishing and the Courtmacsherry lifeboat is often called out to assist trawlers in difficulties, as well as taking sick seamen off bigger ships passing by, helping yachts in trouble and answering a wide range of other calls.

Full time mechanic Jeremiah O'Mahony recalled one of their most unusual call-outs, which occurred one new year's eve. *We were told that a car had driven over cliffs at Kinsale and that the cliff rescue ropes weren't long enough.*

We got the lifeboat in as close as we could, but could not see the car because it was hidden by rocks. We tried veering down with the boarding boat but could not get in close enough with that.

Eventually we got the mountain rescue team from Killarney, Co. Kerry and they went down. We stood by to illuminate the scene. Unfortunately, when they got down to the driver he was already dead.

Courtmacsherry lifeboat has a young crew, all living within four miles of the village. Several of them work away from home, as employment is at a premium in the immediate locality.

Courtmacsherry is a popular holiday spot and boasts a number of holiday cottages and a good hotel.

Nearby Kinsale is a busy yachting harbour and Courtmacsherry Harbour is the closest lifeboat station to it.

Living in the village, almost opposite the present lifeboathouse, is Mrs Kathleen Fitzgerald, whose grandfather Timothy Keohane was coxswain for more than 20 years of the former rowing lifeboat *Kezia Gwilt*, stationed at Courtmacsherry from 1901 to 1928.

'Lucitania'

She has a photograph of the old boathouse at Barry Point where the *Kezia Gwilt* was kept and also has her grandfather's certificate of service, dated December 18, 1924. *He used to get into trouble with the locals for not calling them out in a storm in the middle of the night*, she said, recalling how, as a child with her brother, she would visit the boathouse and ask her grandfather for chocolate from the boat's stores. *He always refused. He was very particular about the boathouse*, she said.

Coxswain Keohane visited the boathouse daily (a mile's walk) and on moonlit nights could often be seen descending the 300ft cliffs looking for wrecks.

When the *Lucitania* was torpedoed in 1915 he had been working on the land, overlooking the sea. It was a beautiful, clear summer's day and, to his astonishment, he saw the giant vessel slowly sinking. *He rushed back to Courtmacsherry Harbour to launch the lifeboat*,



Exercising with the Irish Air Force, RNLB Helen Wycherley

said Mrs Fitzgerald. *They found bodies all over the sea.*

Two days earlier, Des Bateman's father had seen a submarine lurking in the bay. *He was interviewed by the authorities who said it was not possible, there could not be one there*, he said.

Also living in retirement at Courtmacsherry Harbour is the former District Engineer for the whole of Ireland (before the division was split into two).

Noble Ruddock took over as DE Ireland in 1963, having begun his career with the RNLI as assistant mechanic at Courtmacsherry Harbour in 1929, upon the arrival of the station's first motor lifeboat, *Sarah Ward* and *William David Crowweller*. *I was on the R Hope Roberts' passage to Rosslare Harbour after she was built*, he recalled.

He was awarded the thanks of the Institution on vellum in 1965, having taken part with the crew of Portrush lifeboat in the search for survivors of a Norwegian frigate in a north westerly storm force 10. *I went out with the lifeboat and we got an awful pounding, recalled Mr Ruddock. It hammered the bottom out of her. We didn't know she was full of water until we got her in the boathouse.*

Ballycotton

Ballycotton lifeboat station was established by the Institution in 1858 to give protection to the shipping plying in and out of the port of Cork.

The station's first lifeboat, crewed by eight men and pulling six oars, saved 11

lives on five launches—a modest start giving little hint of the heroics to follow in later years.

Last year was the station's busiest for a while with the current 52ft Arun class lifeboat *Hyman Winstone* launching on service 16 times, including a two-day search in November for Michael Mullin, the 20-year-old fisherman son of Galway Bay lifeboat mechanic Bartley Mullin, sadly to no avail.

Before the station was established the Institution had already recognised two acts of bravery by local people, awarding the silver medal to Dennis Cronen for rescuing the master of the ship *Britannia* in 1826, the gold medal to Coastguard Officer Lt Samuel Lloyd RN and the silver to John Hennessy for their part in rescuing 10 Spaniards from the brig *Capricho*, wrecked in a severe gale on January 25, 1829.

The 37ft self righting lifeboat *T P Hearne* launched on November 15, 1911, in a strong south easterly gale, with a very heavy sea to rescue with great difficulty nine of the crew of the ss *Tadorna*, of Cork, in distress five miles from Ballycotton. The remaining 12 crew were rescued by rocket apparatus.

Coxswain Richard Harding was awarded the Institution's silver medal and other awards went to the station honorary secretary, the Rev E F Duncan and local committee member Mr P Driscoll (who went out with the lifeboat).

Ballycotton's most decorated lifeboatman, Patrick Sliney, retired in 1950 after 39 years' service, including 28 as

coxswain. He had taken part in the rescue of 114 lives and been awarded gold, silver and bronze medals for gallantry, as well as the thanks of the Institution on vellum.

His most famous exploit, for which he received the gold medal, occurred in February, 1936, when the eight man crew of the Daunt Rock Lightvessel were rescued.

The vessel had broken her moorings during a hurricane, with a very heavy sea, rain and snow, during the morning of February 11. When the lifeboat put out she met seas so mountainous that spray was flying over the lantern of the Ballycotton lighthouse 196ft high.

The 51ft Barnett motor lifeboat *Mary Stanford* did not return to her station for three days, having been out on service for 63 hours, during which time her crew had slept for only three hours.

For 25 hours they had no food and all came back suffering from colds and salt water burns.

To effect the rescue of the light vessel's crew, Coxswain Sliney took his boat alongside the stricken craft six times as it drifted helplessly towards the rocks.

Each approach risked fouling the vessel's cable and capsizing the lifeboat. Each plunge and roll of the lightship in the huge seas threatened to crush the *Mary Stanford* beneath it.

First one man jumped, then none. Five the next time. On the fourth run the lightship veered violently and her counter crashed on top of the *Mary Stanford* smashing the rails and damaging the fender and deck.

A fifth time the lifeboat went in and again no-one jumped. The two men left on the lightvessel had become transfixed, clinging to the rails and seemingly unable to jump.

Coxswain Sliney sent some of his crew forward, at the risk of being swept overboard, with orders to seize both men as the lifeboat came alongside.

The strategy worked and at 11pm on Friday 13 February, the *Mary Stanford*, her gallant crew and the eight survivors arrived at Queenstown after one of the most exhausting and courageous rescues in the history of the lifeboat service.

Coxswain Sliney's grandchildren are currently trying to have restored the boat which featured in the Daunt Rock rescue.

The *Mary Stanford* was bought by Limerick Harbour Board in 1961 and was in service in the Shannon Bay Estuary until four years ago. Brendan Sliney, who works for a Limerick bank, was told she was there and, after negotiating with the harbour board, bought her back for £1.

The cost of restoration is likely to be in the region of IR£18,000 and the Sliney family are hoping to attract both corporate sponsorship and public support for their scheme to return the *Mary Stanford* to Ballycotton to be put on permanent display as a memorial to



The famous Daunt Rock rescue

those who served on her. *I have approached a lot of major companies, but with no success, he told me when I met him just before Christmas. It looks as if we will have to get the money piecemeal, which will not be an easy job.*

The *Mary Stanford*, incidentally, was the first RNLI lifeboat to be awarded a gold medal plaque, in recognition of the part she played in the famous rescue.

Today's lifeboat crew is led by Coxswain Thomas McLeod who, like the majority of his colleagues, is a fisherman.

The *Hyman Winstone* is taken out for an engineering run every week and there are regular exercises in addition to those supervised by Divisional Inspector John Mankertz.

Station honorary secretary Donal O'Sullivan keeps in touch with the lifeboat when she is at sea via Ballycotton lighthouse. *They are very good to us. If the lighthouse is automated, which they say will happen in 1992, it will be a sad loss for us, he said.*

Coxswain McLeod agreed: *The lighthouse keepers are a great help to us when we are at sea.*

Coxswain McLeod has no problems recruiting crew members, despite Ballycotton's small size. *There are plenty of enthusiastic youngsters coming through, he told me.*

Enthusiasm is also in abundance among Ballycotton's RNLI fund raisers, led by chairman Mrs Betty Murray, wife of the branch treasurer, Mr John Murray.

Last year their efforts, including flag

day, the annual regatta and the new year's eve dance raised IR£6,000, to the delight of group treasurer Mrs Blathnaid Walsh, whose husband Redmond is emergency mechanic on the *Hyman Winstone*.

Youghal

Youghal's first lifeboat was built for the Harbour Trustees in 1839 by Taylor's of Limehouse, at a cost of £76, met by local subscription.

The town's first lifeboat eventually fell into disrepair and was discovered in 1856 by an inspector of lifeboats, in a sorry state at a local boatyard.

The RNLI decided to take over the station and the following year a new lifeboathouse (costing £100) was built close to the town's lighthouse. At the same time a Boydell's self acting endless railway was provided to enable the boat to be carried along the soft beach.

The present boathouse, built closer to the town in 1876 at a cost of £275, houses one of the fastest classes of lifeboat in the RNLI's fleet, the 29-knot Atlantic 21.

The arrival in 1984 of B561 *Marjory Turner* followed a year's evaluation of a similar rigid inflatable lifeboat at Youghal, which in turn replaced the station's Liverpool class lifeboat *Grace Darling*, on station since 1971.

A pool of 18 regular crew members, divided into six teams, attend weekly practice sessions and take part in a full exercise once a month.

An active ladies' guild organises flag



Youghal's Atlantic 21 in full cry

days, raffles, jumble sales and numerous other activities under the leadership of president Miss Ada Donohoe and secretary Mrs Mary Harvey-Williams, raising around IR £2000 annually.

The local angling and sailing clubs are also very supportive, raising further funds at their own summer events.

Branch honorary secretary Tadgh Kelleher works for the Department of Health (Southern Health Board) at a training unit for the mentally handicapped. He took over his lifeboat duties in 1983 when the *Grace Darling* was replaced. Before that his only connection with Youghal lifeboat was via his membership of Youghal Sailing Club.

Other crew members are drawn from the fishing community and many walks of local industry and commerce. Some are unemployed, reflecting the higher-than-the-national-average level of unemployment in Youghal. Their sparetime seaborne activities are the common link between all of them.

In one of her final rescues before leaving Youghal, the self righting 10-oared lifeboat *Mary Luckombe* went to the aid of the schooner *Annetta* at 1800 on December 17, 1905.

The vessel, laden with coal, had run ashore opposite the town's railway station and was being swamped by heavy seas in a strong SSE gale. While the lifeboat crew mustered quickly, the rocket apparatus was also turned out, but could make no impression against the force of the gale.

When the lifeboat reached the schooner she was taken over the sunken vessel and rescued three of the crew from the rigging where they had taken refuge.

Coxswain Michael Hannagan was awarded the Institution's silver medal following this gallant service.

The most recent medal service performed by Youghal lifeboatmen occurred on October 27, 1963, when Coxswain Richard Hickey and the crew of the station's 35ft 6in Liverpool class lifeboat *Herbert John* went to the aid of the French trawler *Fédes Ondes*, reported to have run aground in Youghal Bay.

Having headed to the search area following her launch at 0629, *Herbert John* received fresh instructions via Ballycotton lifeboat once the trawler had been found in Ardmore Bay, 300 yards from the beach and rolling heavily with her bows towards the shore.

After a rough passage of seven miles the Youghal lifeboat reached the trawler at 0740 to find that of the crew of nine, seven had already landed on the beach in an inflatable dinghy. The master and one member of the crew had remained aboard.

There were two other men on board, a Youghal skipper and a member of the rocket brigade, who had boarded the trawler by means of the inflatable dinghy in order to try to give help.

The Helvick Head lifeboat *John and Lucy Cordingley* arrived on the scene

about 0830. Both lifeboats attempted to hold the trawler off the rocks but they were unable to do so and had to abandon their efforts. The Helvick Head lifeboat was then recalled and reached her station at 1315.

The trawler, meanwhile, pivoting on a rock, slewed around 120° to port and drove towards the shore into more rocks, her port side exposed to the sea she was holed and began listing dangerously to port. The master then decided to abandon ship.

Youghal lifeboat veered down on to the weather side of the casualty, which was still rolling heavily. Coxswain Hickey found his task was made even more difficult by the trawl boards, which were swinging from the gallows. There was considerable danger from rocks, over which in places there was less than a fathom and a half of water, and the lifeboat was in fact damaged by the trawl boards.

About 11.15 four men jumped into the lifeboat, which then hove off and weighed anchor. She had a rough return passage to Youghal, which she reached at 1230. On her return it was found that the stemhead fitting belting, guardrail stanchions and rudder were all damaged.

For this service the bronze medal for gallantry was awarded to Coxswain Richard Hickey. Medal service certificates were issued to the other members of the crew: M Murphy, M Hennesey, J Murphy, C Hennesey, P Hennesey and J Delaney.

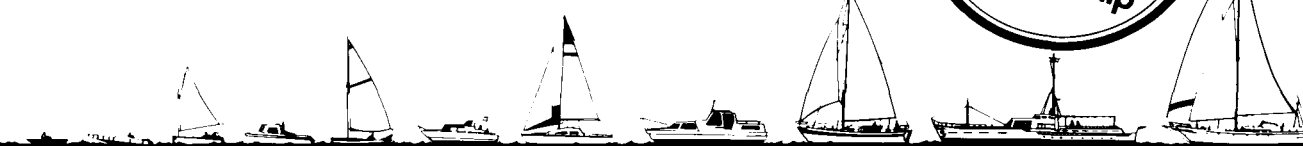
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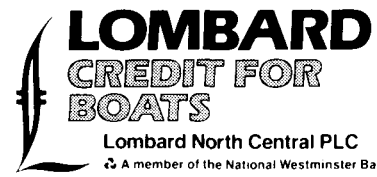
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Glasgow, October 23/24, 1987

On a bright but cool autumn morning the new 52ft Arun class lifeboat *City of Glasgow III*, now on station at Troon, arrived on the River Clyde in readiness to play the starring role in proceedings which, the following day, would end with a handing over ceremony in the city of Glasgow itself.

At a pre-arranged rendezvous at Gourock and with the Lord Provost of Glasgow Dr Robert Gray on board, Coxswain Ian Johnson joined the flotilla of Royal Navy, Naval Auxiliary, Pilot, Clyde Port Authority, Clyde Shipping tugs and river police vessels and other small craft, to be escorted upriver in state.

The passage up the Clyde was recorded from above by Royal Navy photographers in an accompanying Sea King helicopter, paying its own particular tribute to the occasion.

Arriving at Yorkhill Basin in Glasgow promptly at 1pm—where the Royal Navy frigate HMS *London*, dressed over-all, presented a splendid backdrop—the lifeboat was welcomed by an admiring crowd, including the press and Scottish television to record the occasion, which included the presentation by Tennent Caledonian Breweries of a cheque for £5,000 to the City of Glasgow lifeboat appeal.

By 2pm the following day the lifeboat, looking immaculate, was in position to welcome the 400 seated guests attending the formal handing over ceremony.

Music was provided by the Band of the 1st Battalion 52nd Lowland Volunteers and the platform party arrived in procession, led by two pipers from Strathclyde Police Pipe Band, for the start of a unique RNLI ceremony in Glasgow.

With Mr Bernard Large, chairman of the appeal committee, presiding, the Lord Provost, appeal president, most fittingly and with understandable pride handed over the *City of Glasgow III* to the RNLI.



Tennent Caledonian Girl June Lake, Dr Robert Gray, Coxswain Ian Johnson and Mr Ken Mills, director of Tennent Caledonian at the cheque presentation during October's ceremony.

photograph by courtesy of James P Kennedy



Troon lifeboat *City of Glasgow III* alongside the frigate HMS *London* on her way to the handing over ceremony.

photograph by courtesy of D C Thomson & Co Ltd

Dr Gray was thanked by Captain Alexander Ramsay of Mar, chairman of the executive committee of the Scottish Lifeboat Council.

A framed vellum was presented to the Lord Provost by Captain Ramsay to acknowledge the generosity of the city and all who had supported so successful an appeal, completed over such a short period.

The Rev Dr W J Morris, Minister of Glasgow Cathedral, conducted a service of dedication; Mr T S Wyllie, chairman of Troon station branch, expressed his community's appreciation of the endeavour which they themselves had substantially supported; and the proceedings ended when Captain Martin Frame, appeal committee secretary, proposed a vote of thanks to all who had helped make the day such a successful occasion.—KT

Troon, August 22, 1987

The splendid new crew facility at Troon was officially opened and dedicated in the presence of a gathering of the station's personnel, supporters and friends who had supported the venture.

With funding for the building, its furnishings, fitments and equipment having been provided substantially from the Darroch bequest and Mrs Elizabeth Brechin, it was a great pleasure for all present when Mrs Brechin unveiled the dedication plaque and officially declared the building open.

Thanks were expressed to all concerned by Sir Charles McGrigor, Bt., convener of the Scottish Lifeboat Council and the facility was blessed by the Rev Gordon Grant.—KT

Cowes, December 11, 1987

A new 47ft Tyne class lifeboat, funded through a promotion by Matthew Gloag & Son Ltd., distillers of The Famous Grouse whisky, was named at Fairey Marinteknik (UK) Ltd, Cowes, Isle of Wight, the boatyard where she was built.

In her role in the Institution's relief fleet, *The Famous Grouse* (as she was named) will stand in at stations operating Tyne class lifeboats all round the coast, while the station lifeboats are away for survey and maintenance.

She was funded outright by a special competition organised by Matthew Gloag & Son Ltd., which raised £466,000 from customers at pubs, clubs and off licences around the country and



Mrs C M Barrie at The Famous Grouse naming ceremony

photograph by courtesy of Gilbert Hampton
Photography



CEREMONIES



named by Mrs C M Barrie, of the Old Mill Hotel, Motherwell, where customers raised the most money.

Mr Jack Barr, managing director of Fairey Marinteknik (UK) Ltd welcomed all those attending December's naming ceremony before Rear Admiral W J Graham, the then director of the RNLI, described the lifeboat.

Mr J A R MacPhail, chairman of Matthew Gloag & Son Ltd, handed the lifeboat into the care of the RNLI and she was accepted by the Lord Stanley of Alderley, chairman of the Institution's fund raising committee.

A short service of dedication was led by The Venerable A H M Turner, Archdeacon of the Isle of Wight, before Mrs Barrie named the new lifeboat.

Following the formal proceedings the principal guests at the ceremony were taken for a short trip around the harbour aboard *The Famous Grouse*. photograph by courtesy of Jeff Morris



Stonehaven, July 31, 1987: a bronze plaque commemorating the deeds of former lifeboatmen is unveiled by retired businessman Mr Andrew Knowles, who had relatives who helped to crew RNLI craft between the wars. Mr Knowles paid for the plaque, which has been sited at the RGR Offshore Rescue Unit building at the end of the Old Pier, Stonehaven. Mr Knowles was accompanied by his wife Mary at the ceremony. Others present included Mrs Margaret Thomson, president and Mrs Karen Smith, secretary of Stonehaven ladies' lifeboat guild, Mr Kenneth Thirlwell, RNLI organising secretary for Scotland and Mr Colin Lawson, Scottish area organiser for the Institution. During the past 30 years, Stonehaven ladies' lifeboat guild has raised more than £72,000 for the RNLI.

More Ceremonies on page 274



Little and Broad Haven, September 12, 1987: bright sunshine greeted the large gathering at the handing over and dedication ceremony for Little and Broad Haven's new 16ft D class inflatable lifeboat, dispelling fears that an earlier downpour of rain would spoil the occasion. The new boat, which was presented by Mrs Helen Bevan, in memory of her Welsh born husband, the late Major John Bevan MC, was dedicated by the Rev John Davies, Rector of Walton West, assisted by the Rev Paul Davies. Earlier, Haverfordwest Town and County Youth Band led the singing of the national anthem before Mr Elsan Phillips, chairman of the Little and Broad Haven station branch opened proceedings and welcomed the guests.

Captain Hugh Fogarty, deputy divisional inspector of lifeboats for the west, described the new lifeboat which was formally accepted from Mrs Bevan on behalf of the Institution by Mrs Fay Cori, a member of its public relations committee. She, in turn, handed the boat into the care of Mr J M Phillips, the station honorary secretary. Colonel W P Howells, station president, proposed a vote of thanks and invited Mrs Bevan and Mrs Cori to inspect the lifeboat and meet the crew. One of the original crew members, Ian Norman, presented a painting of the village by his wife to Mrs Bevan, as a gesture of thanks to her from the station.

photograph by courtesy of *Western Telegraph*

St Ives, September 19, 1987: Funding for St Ives' new 17ft 6in C class inflatable lifeboat was met by a gift from the Belsize Charitable Trust, together with a donation from the Lions Club of St Ives. Both organisations were represented at the handover and dedication ceremony on the slipway, St Ives Harbour where Mr James Daniel, chairman of St Ives branch of the RNLI, opened proceedings. Mrs Margaret Jackson, representing the Belsize Charitable Trust, handed the £11,250 lifeboat into the care of the St Ives lifeboat station and Mr Denis Proudfoot, station honorary secretary, accepted the new boat, which was described by Mr Peter Bradley, deputy divisional inspector of lifeboats for the south west. A service of dedication was conducted by the Rev W A Leah, Vicar of St Ives and a vote of thanks was proposed by Mr Andrew Young, RNLI regional organiser for the south west. **Crimdon Dene, August 12, 1987:** The new 16ft D class inflatable lifeboat at Crimdon Dene (Co. Durham) is one of two provided by the legacy of Mrs Dorothy Martin of Bexhill-on-Sea, the other being stationed at Torbay, Devon. The boat was named and dedicated at a special ceremony at the Crimdon Centre Club, where Mr David O'Donnell, chairman of the station branch, welcomed those present and introduced Mrs Richard Saunders, a member of the RNLI's committee of management, who placed the lifeboat into the care of Crimdon Dene lifeboat station. The boat was accepted by Mr George Lennard, station honorary secretary. A short service of dedication led by the Rev Charles Cole, Vicar of St Andrew's Church, Blackall, was followed by the naming ceremony, when Mr O'Donnell invited Mrs Linda Barker, wife of Councillor A Barker, chairman of Easington District Council, to name the lifeboat *Norman Victor Hickling*, after Mrs Martin's brother, who was killed on active service in the second world war.



Tighnabruaich, September 5, 1987: This small Argyll community, with the lifeboat shed in immaculate condition and gaily bedecked with flags and bunting, was the centre of interest, attracting a milling crowd for the handover and dedication of the station's new 16ft D class inflatable lifeboat. Bathed in sunshine, the new lifeboat was given pride of place as it was handed over to Sir Charles McGregor, Bt., Convenor of the Scottish Lifeboat Council, by its donor Miss Helen Drew MBE of Newton Stewart (pictured talking with the crew), in memory of her brother, Flying Officer Douglas Macmillan Drew, who died in action in 1944. The occasion also marked the achievements of the Tighnabruaich and District Ladies' Lifeboat Guild with a framed record of thanks and the Scottish Lifeboat Council's plaque being presented to the guild president, Miss Aja Lushington, who accepted and responded on behalf of all associated with the guild over many years. On this, the 20th anniversary of the station's opening and the guild's formation, Crew Member Andrew Sim received his long service badge to complete a unique occasion for a community with a total involvement in their lifeboat and station. After the blessing had been pronounced by the Rev P Hamilton the boat was launched and put through her paces.—KT



Scarborough, January 17, 1988: the Vicar of Scarborough, the Rev Ted Crofton (r) blesses a new launching carriage for Scarborough's 16ft D class inflatable lifeboat. The equipment, costing £1,400, was bought with a donation from the family, friends and colleagues of the late Mr Doug Neale, a television cameraman, who died last year.
 photograph by courtesy of Scarborough Evening News



Arbroath, April 4, 1987: The dedication of the new 16ft D class inflatable lifeboat and boathouse extension took place in the presence of a goodly attendance of Arbroath crew, branch and guild members. Organised by branch chairman General Roger Ephraums, the ceremony included the presentation of a long service medal to Crew Member John Blues by branch president Lord Dalhousie and the handing over of cheques to Mr Les Vipond, divisional inspector of lifeboats for Scotland (North), for £10,000 and £5,000 from branch and guild respectively, to go towards the cost of the facilities. The service of dedication was conducted by branch chaplain, the Rev Gemmel Campbell, and a splendid cased model of Arbroath's 37ft 6in Rother class lifeboat *Shoreline* was unveiled by the donor, Mr Gordon McBeth, of Dunfermline.



Poole, March 9, 1988: pictured at the handover ceremony and service of dedication for a new 16ft D class inflatable lifeboat for the RNL I's relief fleet, funded by Bournemouth Borough Anglers and a local appeal are (l to r) Mr Ray Kipling, the Institution's deputy director; the Rev David Price, Rector of Wimborne Minster; Mr Brian Morris of the anglers and Mr Bill Pitt of the D Class Lifeboat Appeal. The lifeboat was described during the ceremony by RNL I staff officer Mr Richard Perks.
 photograph by courtesy of Bournemouth Evening Echo



Lowestoft, November 1987: the new 47ft Tyne class lifeboat *Spirit of Lowestoft* follows the station's old Watson lifeboat *Archibald and Alexander M Paterson* into Lowestoft Harbour. She will be named later this year.
 photograph by courtesy of Jeff Morris

THE LIFEBOAT SERVICE— Past and Present

50 Years Ago

From the pages of *THE LIFEBOAT*, April 1938:

Rescue in a Hurricane A Silver-Medal Service at Tenby.

ABOUT 4.30 in the morning of 15th January, 1938, the coastguard at Tenby, Pembrokeshire, reported that a small steamer was in distress. She was the *Fermanagh*, of Belfast, bound light for Llanelly. A gale was blowing from the south-west, with frequent gusts at hurricane force. The sea was very rough, and was breaking right over the fort off St. Catherine's Point. Rain and driving spray made visibility very poor.

At 5.15 the motor life-boat *John R. Webb* was launched. The coxswain was away from the station and the second coxswain took command. When she reached the *Fermanagh*, the life-boat found her aground on the Woolhouse Rocks and lying on an even keel. She was not showing any signals of distress. The life-boat went round her, ready to pick up anything that might be seen floating.

Some time after this (the exact time is not known) the life-boat saw that the *Fermanagh* had come off the rocks. She was drifting before the gale, her stern sinking, her bows in the air, her decks awash two-thirds of the way to the after funnel. The life-boat crew could see men aboard her.

The second coxswain at once took the life-boat alongside, handling her with great skill in the heavy seas. She was there only a few seconds. In that time the eight men of the *Fermanagh's* crew had jumped aboard her. Her master was not among them. Before the life-boat arrived he had launched the ship's boat, and had got aboard her to fend her off, while the crew followed, but he had been swept away. The life-boat had already searched round the *Fermanagh* as she lay on the rocks and had seen nothing of the master or his boat: the rescued men were exhausted; and the life-boat made at once for Tenby, arriving at 8.30. After landing the rescued men, she put out again to search for the master, but could find no trace of him. She returned again at 10.45 a.m. She had then been out for five and a half hours and her crew had been severely shaken in the heavy seas. They had been in continual danger of being washed overboard and two of them were nearly lost when the life-boat dropped into a deep trough.

The weather was so bad that the life-boat could not be rehoused until 4.15 in the afternoon

The Institution has made the following awards:

To SECOND COXSWAIN (ACTING COXSWAIN) JOHN REES, the silver medal for gallantry, and a copy of the vote of the medal inscribed on vellum and framed;

To ALFRED COTTAM, the motor mechanic, the bronze medal for gallantry, and a copy of the vote of the medal inscribed on vellum and framed;

To each of the seven members of the crew, FRED HARRIES, THOMAS E LEWIS, FRANK HOOPER, ALEXANDER HARRIES, BERTIE LEWIS, HENRY THOMAS and JAMES N CROCKFORD, the thanks of the Institution inscribed on vellum.

Today's Lifeboatmen



Coxswain/Mechanic Richard Hawkins of Great Yarmouth and Gorleston first joined Dover lifeboat crew in 1959, becoming second assistant mechanic from 1974 to 1976 when he was appointed coxswain at Great Yarmouth and Gorleston. He was awarded a long service badge in 1984 and a bronze medal in 1980 in recognition of his courage and seamanship when the lifeboat under his command rescued the crew of two of the fishing boat *St Margarite* which had stranded on Scroby Sands in a strong north easterly wind and a short steep sea. Richard is married with three children and is a part-time driving instructor. His twin brother, Tony, is Coxswain/Assistant Mechanic of Dover lifeboat.

Facts and Figures

In 1987 the RNLI's lifeboats launched 3706 times (an average of over 10 times each day) and saved 1474 lives (an average of over 4 people rescued each day).

Over 35 per cent of all services carried out by lifeboats in 1987 were in winds of force 5 or above.

Over 54 per cent of all services were to pleasure craft.

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

116,493 lives have been saved since 1824 when the RNLI was founded.

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

Current costs of building lifeboats are as follows:

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

Bronze medallist

David Wilson, of Thornhill, Dewsbury, West Yorkshire, plans to be in Rome next year to take part in the World Model Powerboat Championships, flush with his success in the 1987 event at Schwerin, East Germany.

Shoreline member David won a bronze medal at last year's championships with his 1/8th scale model of Staithes and Runswick's Atlantic 21 rigid inflatable lifeboat *Lord Brotherton*.

The model lifeboat and its launching/recovery "dodo" trolley, were built from RNLI-supplied plans. Mr Wilson also had help from his father Jim and a friend, Trevor Shaw.

The model launching tractor was built from plans supplied by the manufacturers, M A Bigland, and a special floating slipway was to David Wilson's own design and enabled him to produce a better display for the panel of five international judges.

Signal success

The RNLI has received a £10 donation thanks to the generosity of a Winchester radio "ham".

Mr R C Hills spotted an advertisement in the wanted column of a specialist magazine for radio amateurs, seeking an Aldis signal lamp. Mr Hills—who owned such a lamp, for which he had no use—responded, suggesting that the North Wales Sea Cadets who had placed the advertisement send a donation to the RNLI, instead of paying him for the lamp. *I understand it is just what they wanted and so everyone has benefitted*, he told THE LIFEBOAT.



Seven-year-old Neil West, of Ravenshead, proudly displays the "Jim'll Fix It" badge and Storm Force certificate he received after appearing on Jimmy Savile's popular BBC television programme. Neil wrote to the programme last year asking if he could go on a lifeboat launch and, as a result, joined the Padstow lifeboat crew earlier this year for a practice launch, during which he was allowed to steer the lifeboat and call for an RAF helicopter to rescue a man overboard. The lifeboat crew presented Neil with an RNLI pullover and later, in the BBC studios in London, he was enrolled into Storm Force, presented with a framed certificate and a hat.

photograph by courtesy of Munsfield Chronicle Advertiser



Holmes Chapel and District branch organised a three-day Storm Force promotion last autumn, when branch chairman Mr Charles Godwin and branch public relations officer Mr R G Brown visited local schools with a 16ft D class inflatable lifeboat and a video film presentation. More than 2000 schoolchildren took part in the promotion and it is anticipated that several schools will take out group membership as a result. The picture shows Mr Brown with children from Hermitage Junior School, Holmes Chapel in the lifeboat.

photograph by courtesy of the Chester Chronicle



Sue Vidal and Second Coxswain Charlie Shurrod, of Hastings lifeboat, take part in Bexhill Old Tyme Musical Society's show, organised by the local Shoreline club at East Hastings Angling Club in November.

photograph by courtesy of the Hastings News

Insignia available (to Shoreline members only)

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

*Delete as necessary

I enclose cheque/P.O.*
(Made payable to RNLI)

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

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

And/or: please send me the following insignia:

.....

.....

Name:

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Address:

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LJS 88

Letters . . .

Trading Stamps Appeal

May I say a big thank you to all the readers who have sent me trading stamps? I have at last raised £10,000 and am so grateful for all the help and encouragement I have received.

I started in a small way in 1976 and was assured by many people that I should never get off the ground. At times I haven't known where to appeal next, but a letter to "Family Circle" magazine brought in over £1,000, so I tried other sources—some with more success than others, but all helped.

A sudden inspiration prompted me to send out letters to county secretaries of the WI. Oh my! *that* brought in bags full of parcels, packets and envelopes. The postman literally left me one of his sacks on the doorstep one day! One small WI group donated over £100 in stamps. I shall never forget their excitement as each lot came along.

Another appeal brought in a box of Green Shield stamps so heavy that I could only push it to one corner of my hall and work from there. A second letter to "Family Circle" has resulted in another £1,000, pushing me on to my £10,000 target.

I have made so many friends—and I hope for the RNLI too—in the people who have written letters. Some I have heard from again and again as they gathered in stamps from their friends. Others have made just one donation of stamps found tucked away, probably for years, waiting to be used in some way or another. Many have failed to give a name or address and it is to those I should like to send my thanks now. They have all helped.

I should also like to say how grateful I am to some of the staff and occupants of Dartmoor Prison. As you may know, they do a great deal for the RNLI, raising many thousands of pounds, but they generously pass on to me the majority of the trading stamps they receive. It has all helped me enormously.

The stamps are still coming in, especially since Green Shield started up again and I welcome them, but no more targets! The lifeboatmen never say *no* and neither do I. I'll do anything to help them along.—MRS NORAH NEILL, 95 Fitzroy Avenue, Harborne, Birmingham B17 8RG.

Happy memories

I was most interested to read in the current issue of the journal (No. 502) about the 46ft Watson class lifeboat built by John Samuel White of Cowes and now based at St Helena. I was a senior apprentice at the time and can remember working on her construction. Indeed I can think of no other craft at

that time which offered so much interest during its construction. In fact from laying the keel to completion gave immense satisfaction.

Like so many others I left the firm to join the forces for world war two and since then have used my boat building knowledge purely for pleasure. Nevertheless, I shall always feel proud to have served an apprenticeship building lifeboats for the RNLI. Another incident in 1949 which I recall, was dropping anchor in Freemantle, Western Australia to await the pilot who duly arrived alongside. The tender had *lifeboat* written all over it. I asked the pilot where she was built. You've guessed it—John Samuel White of Cowes before the war, although he did not know the date.—IAN LEAL *Brightstone, Newport, Isle of Wight.*

Paying for rescue?

I see in the Autumn edition of *The Lifeboat* that 62% of all services were to pleasure craft and I believe that when a lifeboat goes to the aid of a pleasure craft the owner should make a worthwhile contribution, say £1,000.

It would, of course, be against all that the RNLI stands for to make such a contribution compulsory; indeed, it would not be possible. Something should be done, I believe, through publicity to make those who use the service aware of their obligations. The insurance companies could help by offering cover, as an extra, should a lifeboat be called out.

I have sailed all my life and I know what a wonderful job is done by the

RNLI and I think it deserves help in raising funds from all sources.—MAJOR (RET'D) O N F CASE, *Harnham, Salisbury, Wilts.*

Reunion plans

On May 7, 1988, a reunion has been arranged of all ex Royal Navy personnel who manned landing craft during the 39/45 war and who carried out landings on enemy occupied territory. These landing craft were known as LSTS (Landing Ship Tanks) and LCTS (Landing Craft Tanks) and are the forgotten navy.

This is the first reunion of landing craft crews ever to take place and it would be nice to make it a great success. Anyone interested can write to me or telephone and I will furnish them with all details of the itinerary.—W J CHALK, 15 Cobham Way, Merley, Wimborne, Dorset, BH21 1SJ. Tel. (0202) 889309.

Ditched airman's tale

Having recently taken on a convener-ship in Tarves, Aberdeenshire, I thought of my first involvement with rescue services.

As a cadet in the Air Training Corps and flying from HMS *Jackdaw* at Crail in Fife, I had the misfortune on January 15, 1944, to be in a Barracuda aircraft which ditched in the North Sea. I'm not allowed to forget the date as it is also my wedding anniversary!

The fortunate part of the ditching was that the sea was relatively flat and, although my Mae West was faulty, the aircraft's dinghy was serviceable (I'm

(Continued on page 278)

Tri-ang Motor Lifeboat



This photograph shows the toy lifeboat which reader O N Carson referred to in his letter (*THE LIFEBOAT*, Autumn 1987, page 206). The model is approximately ten inches long and is clockwork powered. It is constructed from plastic, except for the brass rudder, and was described by the manufacturer as having a watertight deck—although appropriate warnings were given concerning the use of the toy in heavy weather! It is a well detailed model of a Liverpool type, finished in authentic colours, and was produced by Lines Brothers of Morden Road, London SW19. It sold for 13/6d (67.5p) in 1961 and is now a valuable collector's item.—P D SEARLE, *Mitcham, Surrey.*

(Continued from page 277)

still unable to swim). I owe my life initially to the observer member of the crew, who pulled me out through the plane's wireless compartment, since the emergency fitting on the canopy was corroded, making normal emergency exit impossible. After that there was no way I could have been lost. With the other two members I was picked up by a lobster-fishing boat. While still on this boat the Air-Sea Rescue launch based at Anstruther appeared and later a Sea Otter aircraft from HMS *Jackdaw* arrived to pick us up. However, these craft were not required and we were landed at Crail Harbour to be taken to the local sick bay.

It's comforting to know these services continue when trouble strikes. Incidentally, as a result of the above, I found myself the youngest entrant to and member of the Goldfish Club, up to the time of the Falklands War.—ANDY DUFF, *Tarves, Ellon, Aberdeenshire.*

Humour recalled?

I am an ex RN officer now beavering away in Cornwall writing books—all of which are on naval topics. I have been commissioned to edit a humorous title for publication in about seven months time. To be able to get the book off the ground I would like to be able to write to as many naval officers as possible who have

- (a) Commanded an RN (seagoing) ship
- (b) Commanded an RN air squadron
- (c) Commanded a Royal Fleet auxiliary
- (d) Been an Officer in Charge WRNS

I am sure there are dozens of the above souls who read your publication. Could I ask that any of them that read this could write to us with their name and address so that we can send them a letter outlining what we want for the book and offering them the opportunity to contribute? We will be paying those contributors whose material we use.—M A CRITCHLEY, *Penmilder, Lodge Hill, Liskeard, Cornwall PL14 4EL.*

Time on their hands

It occurs to me that there might well be any number of private schemes of fund raising for the RNLi being carried out across the whole country.

I know, through reading your magazine, of the sterling efforts made by staff and inmates of HM Prison, Dartmoor who convert postage stamps into cash, making a valuable contribution to the funds of the Institution.

There must be many more, such as myself, who contribute to the prisoners' work who would be interested to learn from the "treasurer" of the current weights of their contributions.

If this sort of statistic were to appear in print, then those contributing from their various sentences "in nick" might be able, in happier, non-custodial times, to point to their having had honourable connections while serving as one of Her Majesty's guests.—J L DAVIES, *Wilmslow, Cheshire.*

Books . . .

● Tenby's first lifeboat, a 10-oared self-righting vessel, costing £125, was sent to the Welsh port in 1852 by The Shipwrecked Fishermen and Mariners' Benevolent Society which, two years later, handed over all its lifeboats to the RNLi. Structural alterations to Tenby's first boat were paid for by the Institution, at a cost of £105, to bring her in line with their own self-righting craft and her first service thereafter occurred on December 30, 1855. Jeff Morris, in his station history, **Tenby Lifeboats**, records that at 3.30pm that day, in a strong south-easterly gale and snow-storm, the unnamed lifeboat rescued three men from the schooner *Agenoria*, of Bideford just before she broke up. At 10pm that night the lifeboat was launched again, this time to the schooner *Alexandre* of Nantes, ashore near Giltar Point, two miles south of Tenby. The crew of five and a young boy were taken off the stricken vessel and Lt Richard Jesse, RN, Chief Officer of Coastguard (in command of the lifeboat for both services) and Coxswain Robert Parrott, at the helm each time, were each awarded the Institution's silver medal. Since then a further eight silver and five bronze medals have been awarded to Tenby's lifeboatmen and each service is chronicled in Jeff Morris' familiar and thorough style, together with detailed histories of all the station's dozen lifeboats, up to and including the current boat, RFA *Sir Galahad*, a 47ft Tyne class which arrived there in 1986. Copies of **Tenby Lifeboats**, costing £1.80 (plus 20p p&p) are available from Mr Eric W Bancroft, Chantilly Hill Park, Tenby, SA70 8HX.—NH

● Two slim volumes from the pen of the Rev Bertie Troy, cc, of Kanturk, Co. Cork, Ireland set out to record the history of wrecks and rescues at Ballycotton during the 19th century. The small community's first lifeboat was not stationed there until 1858, but the fishermen and coastguards ("waterguards" as they were first known) of the area had by then built up a tradition of life-saving unequalled along Eire's rugged southern coast. Their exploits are chronicled in **Ballycotton Wrecks & Rescues 1800-1855**, beginning with the first recorded rescue, on December 23, 1803 when fishermen Dennis Flynn, his two brothers and four other local men plucked the eight survivors of the ship *Sovereign* from their dismasted vessel as she broke up on Smith's Rocks, Ballycotton Bay during a raging storm. In the second volume, covering the period 1855-1900, the author concentrates on the services carried out by Ballycotton's lifeboat crew in the four boats to be stationed there during the latter half of the century, giving lucid and stirring

accounts of some of their more heroic rescues. Copies of both these excellent books, costing IR£2 each, plus 50p p&p are available direct from the Rev Troy or local booksellers in Ballycotton.—NH

● **Passenger Ships of the Orient Line** by Neil McCart (published by Patrick Stephens, £16.95) details all the Orient liners that were operated from the company's inception in 1878 to its amalgamation with P & O some 82 years later in 1960. The book is full of interesting facts relating to the building, launching and service lives of these well known ships. It is well illustrated and contains anecdotes from both passengers and crew members of the ships described. I reviewed the book with considerable nostalgia, having served as a deck cadet aboard *Oriana* when she was at the peak of her popularity in the mid sixties. This contrasted heavily with my final experience of the Orient Line as second officer aboard *Orsova* on her final slow voyage to Kaohsiung to be scrapped in February 1974. The book is good and interesting reading for maritime enthusiasts and those interested in the good old days of the British merchant passenger liners.—KMV

● Dag Pike, author of **Challenge of the Atlantic**, (Patrick Stephens Ltd., £6.99) was employed by the RNLi for nine years, as assistant divisional inspector in the south east, divisional inspector in the south west and finally as assistant staff officer (operations). However, he is probably more well known to the public as Richard Branson's navigator on his two, ultimately triumphant, *Virgin Atlantic Challenger* attempts upon the surface speed record. In his book Dag Pike examines the relationship between man and the Atlantic Ocean from the early voyages of exploration, the great ocean liners and the record-breaking exploits of modern sailing and power boats, amply demonstrated by his own experiences as a merchant seaman and navigator. He is planning two further record-breaking crossings of the Atlantic this year.—MG

● Malory Maltby's new film **Beside the Seaside**, commissioned by the RNLi to celebrate the 25th anniversary of inflatable lifeboats, is now available in both a 16mm and vhs video format. This fast moving 28 minute film, tells the story of the development and success of inflatable and rigid inflatable lifeboats since their introduction in 1963. It can be hired from Viscom Ltd (Film Distributors), Unit B11, Park Hall Road Trading Estate, Dulwich, London SE21 8EL, or can be bought on a 50 minute video cassette also featuring Mr Maltby's earlier film **How do you say thank you?**, price £9.95 from his company, Freetime Television Ltd, 8 Carvers Lane Industrial Estate, Ringwood, Hants BH24 1JS. The RNLi receives £1 for each video sold.

PEOPLE AND PLACES

Boat Show '88

The organisers of this year's London Boat Show at Earls Court in January generously provided a stand next to the RNLI, for a display paying their own tribute to Grace Darling in the 150th anniversary year of the rescue from *The Forfarshire*. The show proved to be one of the most successful yet from the Institution's point of view, with more than 1700 new members recruited, bumper sales of souvenirs by branch and guild members from the London area and brimful collecting boxes thanks to the efforts of our stalwart supporters, the Chelsea Pensioners.

One highlight was the handover by Mr Charles Hunter-Pease, Volvo Concessionaires' sales and marketing director, of a cheque for £250,000, the result of the company's highly successful collaboration with the RNLI in organising nine regional car lotteries last year. The money will be used towards the funding of a new 47ft Tyne class relief lifeboat, to be named *Voluntary Worker*, as announced in the Winter 1987/88 edition of *THE LIFEBOAT*. The link with Volvo continues this year when it is hoped to raise another £300,000. The main stand featured St Abbs' Atlantic 21 rigid inflatable lifeboat (this edition's front cover) and traced the history and development of inflatable lifeboats since their introduction.

Lifeboat crews from St Abbs, St Ives and Minehead helped to man the stand and were joined for the first time by members of the RNLI's staff at its East Cowes, Isle of Wight base.



Lt Cdr Brian Miles, the RNLI's director, is pictured collecting a cheque for £19,443, the result of a competition sponsored by Frizzell Insurance and Financial Services and which appeared in several editions of the Civil Service Motoring Association magazine *Motoring and Leisure* together with the proceeds of the annual Blakesley Soap Box Grand Prix, marshalled by CSMA members and avidly supported by both Frizzell and the CSMA. The cheque was presented on behalf of all concerned by the chairman of the Frizzell Group Ltd, Mr Colin Frizzell (far right) and will be used to fund a new 16ft D class inflatable lifeboat and for other equipment.



The Princess Royal, HRH the Princess Anne meets pupils from the Clerkenwell Parochial School, dressed in authentic Victorian costume, at the launching of the Grace Darling Appeal, intended to raise enough money for a new lifeboat for North Sunderland, Northumberland.

Open Days

The RNLI headquarters and depot at Poole throws open its doors to the public once more in July when those with an interest in lifeboats will have a golden opportunity to see the workings of the organisation which supplies the back-up to the Institution's 200-plus lifeboat stations and more than 2,000 fund raising branches. As well as static displays and guided tours, there will be lifeboats to look over, demonstrations and activities aimed at the youngsters. Open Days at Poole are from 10am



The chief helmsman of St Abbs' lifeboat, Alastair Crowe (left) receives a cheque for £41,385 from Douglas Cameron, broadcaster with LBC Radio, the result of an appeal arranged via LBC and Marinecall to fund new 16ft D class inflatable lifeboats.

to 6pm on Friday 29 and Saturday 30 July 1988. A week earlier, on Saturday July 23, the RNLI's base at East Cowes, Isle of Wight, will be open for the first time, enabling the public to see where the fleet of inflatable and rigid inflatable lifeboats is produced and maintained. Further details of both events can be obtained from the Public Relations Department, RNLI, West Quay Road, Poole, Dorset, BH15 1HZ, tel Poole (0202) 671133.



Raymond Baxter, chairman of the RNLI's public relations committee is pictured with Roger Royle, presenter of BBC Television's "Songs of Praise" programme and Barry Hartley, Editor of the Lowestoft Journal, recipients of RNLI PR Awards at this year's London Boat Show. For many years "Songs of Praise" has featured the local lifeboat station on its visits to the coast and in the past 18 months the Lowestoft Journal has given extensive coverage to the local appeal to fund a new Tyne class lifeboat there.



Lt Cdr Brian Miles, the RNLI's director, accepts a cheque for £250,000 from Charles Hunter-Pease (left), sales and marketing director for Volvo Concessionaires Ltd.

Lottery

The 40th lottery draw took place on Sunday, January 31 at RNLI headquarters, raising a record amount of over £65,000, helped enormously by the thousands of tickets sold at the London Boat Show in January. The total amount raised by the national lotteries is now over £1.5 million.

Victor Marsh, coxswain/mechanic of Swanage lifeboat drew the lucky winners, making one person present very happy. Mr R A Greville Marples attends nearly every draw and one of the £100 winners was his sister-in-law.

Anthony Oliver, head of fund raising, supervised the draw and the prize-winners were:

£2,000: Mr Saunders, Chandlers Ford, Hants.

£1,000: Captain P J Haslett, Guildford, Surrey.

£500: Mrs Sowter, Harrow, Middx.

£250: S Fairman, Hemel Hempstead, Herts.

£100: M J Wallbank, Sutton Coldfield, West Midlands; G C Wood, Doune, Perthshire; E F Day, Hythe, Southampton; Mrs S Bushell, Huntingdon, Cambs; Mrs J O Dawson, Pinner, Middx; J Davey, Esher, Surrey; E R Perry, Stroud, Glos; Mrs P Marples, Poole, Dorset.

£50: J R Medlicott, Shrewbury, Salop; G Lusty, Osterley, Middx; L B Johnson, Weymouth, Dorset; P Jennings, Walsall, West Midlands; Mrs B Jordan, Preston, Lancs; F Holloway, Watford, Herts; Miss C Smith, Chester, Cheshire; Mr and Mrs A Rendall, Alton, Hants.

Obituaries

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

April 1987

Captain Olaf Bjornstad, ex-Secretary General of the Norwegian Lifeboat Society. He was appointed an honorary life governor of the RNLI in 1972.

November 1987

Mrs J G Hailwood, honorary secretary of Blundellsands ladies' guild from 1970 to 1987. She was awarded a silver badge in 1982.

December 1987

Miss D Mann, chairman of the Ampthill and District branch since 1973. She was a founder member of the branch and from 1929 to 1973 was flag day organiser. Miss Mann was awarded a record of thanks in 1953 and a gold badge in 1964. In 1985 she was appointed an honorary life governor.

Mr K M Aldridge, MBE honorary secretary at Weymouth lifeboat station from 1951 to 1975. He was honorary treasurer from 1940 to 1951.

Mrs K Stowell, honorary secretary of Lonan and Laxey guild, Isle of Man,

from 1967 to 1982. She was awarded a silver badge in 1981.

January 1988

Albert Groom, vice president of the Canvey Island branch. Mr Groom was associated with the branch for 21 years and will be remembered in the Maldon and Ipswich area as the owner of several Thames barges. Whilst based at Maldon he opened his barges to the public and members of the branch, with all money raised being donated to the RNLI.

Mrs K Petrie, honorary secretary of Wigan branch from 1975 to 1987. She was awarded a silver badge in 1986.

February 1988

Mrs Frances MacFarlane, donor of the ex-Aith lifeboat *The John and Frances MacFarlane*.

Mr Hugh Morrison, MBE honorary secretary at Barra lifeboat station from 1946 to 1986. He was awarded a gold badge in 1977 and was appointed an honorary life governor in 1986.

March 1988

James Paton, coxswain of Montrose lifeboat from 1955 until his retirement in 1980. He joined the crew in 1946 and was bowman from 1946 to 1953, becoming second coxswain in 1953 until his appointment as coxswain. In 1972 he was awarded the BEM for services to the RNLI.

Relatives and friends of the late Lt Cmdr Norman H Crowe, of the United States Navy donated £50 to the RNLI in lieu of flowers, following his burial at sea last year. The money was forwarded to the RNLI by Shoreline member Mrs A M Beverley, of Calne, Wiltshire.

On Station

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

Lowestoft: 47ft Tyne class lifeboat ON 1132 (47-020), *Spirit of Lowestoft*, November 16, 1987.

Fowey: 44ft Waveney class lifeboat ON 1028 (44-010), *Thomas Forehead and Mary Rowse II*, December 16, 1987.

Peterhead: 47ft Tyne class lifeboat ON 1127 (47-019), *Babs and Agnes Robertson*, January 14, 1988.

Moelfre: 47ft Tyne class lifeboat ON 1116 (47-013), *Robert and Violet*, January 22, 1988.

Plymouth: 52ft Arun class lifeboat ON 1136 (52-40), *City of Plymouth*, January 26, 1988.

Baltimore: 47ft Tyne class lifeboat ON 1137 (47-024), *Hilda Jarrett*, March 3, 1988.

Fifty years' service

Jurat Guy Blampied, OBE has been appointed patron of Guernsey lifeboat station branch in recognition of his 50 years' service, including 30 as chairman.

New Year Honours

The following have been honoured in the New Year Honours list for their services to the RNLI:

OBE

Commander D B Cairns, OBE, RD, RNR, chief of operations from 1974 until his retirement in 1986. He joined the lifeboat service as a district inspector of lifeboats in 1961 and served in the Irish, South East and Southern districts.

MBE

Mr Terence Downing, MBE, has been honorary secretary of Barrow lifeboat station since 1949. In 1975 he was awarded a gold badge and a bar to the gold badge in 1981.

BEM

Charles Hatcher, BEM, who was coxswain of Blyth lifeboat from 1981 to 1987. He first joined the lifeboat crew in 1958 and was assistant mechanic from 1970 to 1975. In 1975 he was appointed second coxswain until 1981 when he became coxswain until his retirement. Coxswain Hatcher was awarded a bronze medal in 1982 and the long service badge in 1987.

Horace Murt, BEM, mechanic of Padstow lifeboat. Mr Murt joined the lifeboat crew in 1946 and was appointed assistant mechanic in 1962, becoming mechanic in 1971. He was awarded the long service badge in 1982.

Other awards of interest given for individual achievements not connected with the Institution's work have gone to:

GCVO

Marshal of the Royal Air Force Sir John Grandy, GCB, GCVO, KBE, DSO, a vice president of the RNLI.

OBE

Mr A Gerrard, OBE, deputy launching authority at Arbroath lifeboat station, master boatbuilder, Arbroath.

MBE

Mr T H Jones, MBE, deputy launching authority at West Kirby lifeboat station and former coxswain of Hoylake lifeboat, for services to the fishing industry.

Captain J H Petit, MBE, former station honorary secretary and coxswain of St Peter Port lifeboat and lately harbour master, Guernsey.

Lieut Commander J Stewart, MBE, deputy launching authority at West Mersea lifeboat station, lately area marketing manager, STC Submarine Systems Ltd, for services to export.

BEM

Mr J D Griffiths, BEM, honorary treasurer of Borth lifeboat station.

Change of address

Mr Dennis Bunyan, treasurer of the American based Association for Rescue at Sea Inc., an organisation through which us taxpayers can channel donations to the RNLI, has changed his address. Donations and/or correspondence should now be sent to Mr Bunyan at 10113 E Topaz Drive, Scottsdale, Arizona 85258, USA.

AWARDS

To Coxswains, Crews and Shore Helpers

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

Abersoch:

M. G. Bosley; Crew Member 15 years.
S. J. Thomas; Crew Member 12 years. Crew Member Pwllheli 5 years. Shore Helper 4 years.

Aldeburgh:

B. E. Cotton; Emergency Motor Mechanic 10 years. Crew Member 13 years. Head Launcher 3 years.

Amble:

R. W. Stewart; Second Coxswain 13 years. Crew Member 22 years.

Bangor:

W. R. Killiner; Crew Member 19½ years.

Barmouth:

D. L. Griffith; Emergency Motor Mechanic 7 years. Second Coxswain 3¼ years. Bowman 3 years. Crew Member 15 years.
H. Allday; Crew Member 21 years.

Barrow:

P. Charnley; Emergency Motor Mechanic 17 years. Crew Member 21 years.

Berwick upon Tweed:

G. P. Ord; Crew Member 16 years.
E. F. McNeil; Crew Member 11 years.
R. E. Dixon; Crew Member 10 years.
W. R. Shearer; Crew Member 19 years

Blackpool:

T. Briggs; Shore Helper 25 years.
T. P. Canham; Crew Member 15 years. Head Launcher 3 years. Shore Helper 5 years.
G. Horan; Crew Member 13½ years. Shore Helper 2 years.

Blyth:

C. G. Hatcher BEM; Coxswain 6 years. Second Coxswain 6 years. Assistant Mechanic 5 years. Crew Member 11 years.

Brighton:

R. V. Peters; Crew Member 10 years.

Bude:

B. Cloke; Crew Member 15 years.

Burry Port:

J. Morgan; Crew Member 13 years.
W. M. Charles; Crew Member 13 years.
D. H. Davies; Crew Member 14 years.

Calshot:

C. J. Smith; Emergency Mechanic 10¼ years. Crew Member 4 years.

Cromer:

F. Balls; Head Launcher 26 years. Assistant Tractor Driver 7 years.
D. F. Abbs; Motor Mechanic 8 years. Crew Member 12 years.

Dunmore East:

E. Burke; Assistant Motor Mechanic 14 years.

Filey:

L. Goodlad; Assistant Mechanic 5½ years. Crew Member 3½ years.
D. A. Lang; Assistant Tractor Driver 15 years. Shore Helper 5 years.

Flamborough:

R. W. Emmerson; Second Coxswain 6¼ years. Crew Member 20 years.
J. R. Major; Coxswain 9 years. Second Coxswain 8 years. Crew Member 22 years. Shore Helper 6 years.

Fowey:

D. J. Gudmunsen; Crew Member 20½ years.

Harwich:

L. G. Smith; Second Coxswain 19½ years. Crew Member 7 years*.

Hastings:

J. H. W. Martin; Coxswain/Mechanic 16 years. Mechanic 10 years. Assistant Mechanic 9 years. Shore Helper 13 years. Travelling Mechanic 2 years.

Bronze Medal 1984, Silver medal 1974.

Hayling Island:

D. Lamperd; Crew Member 12 years.

Holyhead:

G. Ogwen-Jones; Crew Member 19 years. Crew Member Barmouth 7 years. Crew Member Porthdinllaen 5 years.

R. T. Jones; Second Coxswain 9¼ years. Crew Member 6 years.

Howth:

J. Massey; Crew Member 20 years.
J. Gore-Grimes; Crew Member 14 years.
G. McLoughlin; Coxswain/Mechanic 11 years. Coxswain 9 years. Second Coxswain 2 years. Crew Member 10 years.

J. Sugrue; Crew member 9½ years. Crew Member Valentia 7 years.

Hoylake:

P. J. Jones BEM; Assistant Mechanic 12 years. Crew Member 4 years. Emergency Mechanic 18 years.

Humber:

D. Bailey Sen; Second Coxswain 15½ years. Crew Member 1½ years. Bowman 4½ years.

Islay:

A. Campbell; Coxswain 6 years. Second Coxswain 1½ years. Crew Member 7 years.
D. Boardman; Coxswain 6 years. Second Coxswain 3 years.

Kirkcudbright:

A. McHenry; Crew Member 12 years.
J. Sassoon; Crew Member 14 years. Coxswain 1 year. Second Coxswain 2¼ years.

Kirkwall:

A. Scollay; Crew Member 19 years.

Largs:

A. M. Gourley; Crew Member 12 years.

Little and Broad Haven:

J. S. Llewellyn; Crew Member 20 years.

Lowestoft:

H. D. Thielemeyer; Motor Mechanic 8 years. Assistant Motor Mechanic 1¼ years. Crew Member 6 years.

F. A. White; Crew Member 14 years.

Lytham St Annes:

H. Bamber; Emergency Mechanic 20 years (reserve 4 years). Crew Member 23 years.
B. Gill; Second Coxswain 17 years. Crew Member 9 years. Bowman 6 years. Crew Member 7 years*.
B. Pearson; Assistant Mechanic 24 years. Crew Member 2 years. Crew Member 15 years*.

Margate:

J. O'Toole; Assistant Mechanic 4 years. Crew Member 20 years.

Montrose:

D. S. Nicoll; Assistant Motor Mechanic 5½ years. Crew Member 24 years.

Mumbles:

T. I. Tucker; Crew Member 21 years.
L. D. Scott BEM; Coxswain 32 years. Second Coxswain 1 year. Bowman 2 years. Crew Member 5 years.
Silver medal 1963, Bronze medal 1968, Silver Second Service Clasp 1971.

Newcastle:

M. Leneghan (posthumous); Coxswain 26 years. Second Coxswain 14 years. Crew Member 1 year.

Newhaven:

H. Schaverien; Crew Member 14 years. Launcher 3 years.

Newquay (Cornwall):

R. W. Edwards; Crew member 19 years.
M. L. Burt; Crew Member 22 years.

Padstow:

R. J. Tumman; Second Coxswain 5 years. Second Coxswain/Assistant Mechanic 4 years. Crew Member 10 years.

Plymouth:

C. Alcock BEM; Mechanic 20 years. Crew Member 7¼ years. New Brighton Mechanic 5 years. Humber Assistant Mechanic and Crew Member 6¼ years.

Porthcawl:

V. G. Davies; Crew Member 19½ years. Shore Helper 3 years.

Porthdinllaen:

K. Fitzpatrick; Second Coxswain/Mechanic 3½ years. Mechanic 10½ years. Crew Member 6 years. Shore Helper 3 years.

Port St Mary:

N. Quillin; Coxswain/Mechanic 13 years. Mechanic 19 years. Crew Member 9 years. Crew Member 6 years*.
R. D. Cregeen; Crew Member 30 years. Crew Member 5 years*.

Pwllheli:

J. H. Lewis; Shore Helper 35 years.

Queensferry:

T. J. Robertson; Crew Member 14 years.
C. M. Main; Crew Member 14 years.
G. J. McAlpine; Crew Member 16½ years. Shore Helper 3 years.

Ramsey:

J. H. Keale BEM; Mechanic 23 years. Tractor Driver 9 years. Tractor Driver Helper 6 years.

Ramsgate:

W. J. Davis (Retrospective); Crew Member 17 years. Crew Member 17 years*.

Redcar:

J. W. Price; Crew member 11 years. Coxswain/Mechanic 1 year. Second Coxswain/Mechanic 4 years. Second Coxswain 1 year. Crew Member 17 years*.

Rhyl:

E. L. Thompson; Shore Helper 2 years. Assistant Tractor Driver 1 year. Tractor Driver 15 years.

Rosslare Harbour:

W. Stafford; Coxswain 14 years. Assistant Mechanic 2 years. Crew Member 3 years.

St Agnes:

S. L. Roberts; Crew Member 19 years.

St Bees:

J. S. Wrigley; Crew Member 12½ years.

St Helier:

D. Aubert; Crew Member 20 years.

Salcombe:

D. Gibbens; Crew Member 12 years.

Scarborough:

D. Dobson; Assistant Motor Mechanic 14¼ years. Crew Member 3 years. Tractor Driver Helper 2 years.

Sheringham:

G. W. R. Hill; Tractor Driver 24 years. Assistant Tractor Driver 7 years.

W. S. White; Crew Member 40 years. Shore Helper 7 years.

Silloth:

C. N. Satterthwaite; Crew Member 15¼ years. Shore Helper 2 years.

Skegness:

C. E. Moore; Crew Member 22½ years. Crew Member 17 years*.

Sunderland:

J. R. Todd (Jun); Second Coxswain 4¾ years. Crew Member 21½ years.

Tenby:

J. Lloyd; Head Launcher 17 years.

Troon:

P. M. McClure; Crew Member 11½ years.

Tynemouth:

J. J. Watson; Mechanic 20 years. Reserve Mechanic 5 years.

Captain J. A. Hogg (posthumous); Coxswain 10 years. Second Coxswain 6 years. Crew Member 1 year.

Walton & Frinton:

O. Bloom; Crew Member 11½ years. Launcher 7 years.

Weston-super-Mare:

M. E. Hawkings; Crew Member 30 years.

J. S. Wats; Assistant Mechanic 2 years. Crew Member 29 years.

Whitby:

J. A. Easton; Crew Member 12 years. Crew Member 12 years*.

*Lifeboats under 10 metres

£

THE FUND RAISERS

A tower of coins

It took one year for the landlord of "The Shoulder of Mutton" in Binfield to build a two foot high tower of 2p and 1p coins, using beer as an adhesive and filling the hollow centre with 10p pieces. He achieved quite a reputation for saying to his customers *you don't want the change do you?* and adding it to the tower in aid of the RNLI. Finally, seven members of **Bracknell branch** gathered to help knock over the tower of coins and count the money. A corner of the bar was cleared for shovelling the sticky coins on to scales for weighing and extracting the silver for a separate count. The total sum was £485 but whilst counting was in progress the pub organised a raffle and plate collection, which brought the total donation to £633. A framed picture of an Arun class lifeboat, with an engraved inscription of appreciation, was presented to the landlord by Bracknell branch chairman Major Ronnie Gates.

School support

Pupils from Deben High School, Felixstowe, presented a cheque for £1,953 to Peter Burwood, coxswain of the **Harwich lifeboat**. The intensive fund raising by members of last year's fourth year, masterminded by head of year Phil Hotton, included a clean-the-beach day, a sponsored spell, gardening and car cleaning.

Record breakers?

A collecting box placed in the Mermaid Club, Wallasea yielded £198.26 when emptied by the **Rochford branch**.

A box at the Thornham Boat Club produced £204.99 for **Emsworth branch**.

And a box at the Village House



Plymouth's Madonna look-a-like, Caroline Taylor, was bundled into a car and driven off at high speed by the buddies. Having transferred to a boat the bad guys and their captive rendezvoused with good guy Lord Mayor Tony Parish, who was waiting with the "lool" aboard the Plymouth lifeboat according to their ransom demands. The plot was hatched by staff at the city's Cannon cinema to raise money for the City of Plymouth lifeboat appeal and a cheque for £350 was presented to Vice-Admiral Sir Robert Gerken, president and chairman of the appeal. Clive Jones, Cannon manager, is pictured attacking with a broly as "Madonna" is kidnapped.

photograph by courtesy of Western Evening Herald

Hotel, Findon Village surrendered £210.48 to **Worthing branch**.

During 1986 a collecting box in The Harbor Lites, Bridlington, was replaced by a large pedestal type box and to date, thanks to the hotel patrons, over £1,739 has been collected by **Bridlington branch**.

Model fund raiser

Since featuring a photograph of Brian Sumner's model of the former Humber lifeboat *City of Bradford IV* in the winter 1986/87 journal, Brian has raised £650 for the **Humber branch** by displaying the model in local public houses and at various events. He has recently completed a model of the new Humber lifeboat *Kenneth Thelwall* with which he hopes to raise more money for the RNLI.

Lucky dip

Twenty years on and still going strong. The Edinburgh Lifeboat Shop is gathering momentum so fast that in the second ten years since it opened the shop made a net profit of over £223,000, compared with £49,700 in the first ten years. And it all came from other people's unwanted possessions.

Forty hardworking and loyal ladies staff the shop in shifts, week in and week out, Mondays to Saturdays, throughout the year, eight of them having been with the shop since it first opened.

Walking in the rain

When Colin Cheeseman recruited the help of his fiancée Mary Barton and best friend Peter Catlee to undertake a sponsored walk from London to Hastings, none of them could have forecast they would be attempting the 50 mile journey on one of the wettest weekends the south east has ever recorded! The

walk took two days to complete, during which time it never stopped raining and the hot bath at Wadhurst (overnight stay) was very welcome. By the end of the marathon all three were exhausted but on their arrival at Hastings lifeboat station they were greeted by the crew who quickly organised hot drinks and sandwiches for the weary trio.

They raised approximately £400 which will go towards the National Keep Fit Organisation's lifeboat appeal.

Scientific sacrifice

Whilst on a two-week cruise on the Royal Research Ship *Challenger* in the North Atlantic two scientists, Keith Goy and John Smithers, were persuaded to give up smoking with a donation to the RNLI of £10 from each



Two boys from Wellington School, Andy Baker and Mark Samuel, both aged 14 years, cycled from Wellington to Torquay and back to raise money for the RNLI. The round trip was about 100 miles and the boys raised £182 through sponsorship.

of the 12 other scientists if they succeeded. They also agreed to a penalty of double the total if they failed but, not surprisingly, they succeeded and lifeboat funds benefited by £120.

Marathon runner

Peter Jones raised a magnificent £869.92 for the **Blaenau Ffestiniog branch** when he ran in the London Marathon last year.

'Court' in the act

Godalming branch appeared at The Crown Court last November and were awarded £700. The "court" in question is nowadays a car park, but once formed part of the courtyard of The Crown coaching inn and is known locally as The Crown Court. The branch uses the area to sell Christmas cards and souvenirs and their November haul brought the year's total raised at the venue to £2,500.

Slimming in cider country

Mrs Christine Wadling of Totnes and daughter of the local cider maker, undertook a sponsored slim and raised £60 for lifeboat funds. The money was handed to the **Dartmouth branch** by the proprietors of The Old Inn, Totnes, Mr and Mrs Starley, who are faithful supporters of the RNLI.

Christmas Auction

Hundreds of festive items, ranging from pots of marmalade, plain and decorated cakes, boxes of marzipan fruits and truffles, to bottles of sherry and wine, were auctioned by **Knebworth branch** in aid of the RNLI. The auction took place in the village hall at Knebworth and also included table centre pieces, mini-hampers and one large hamper containing over 40 items of yule-tide fare. All the food was home



More than £1,000 was collected at the third annual wine tasting evening organised by Lymm branch. Nearly 150 people sampled various wines on offer, supplied by G and J Greenall. Pictured tasting one of the wines are Chris Miller, manager of the Cheshire Wine Society and Mrs Irene Eve, president of the branch.

photograph by courtesy of Warrington Guardian

made and most items were donated by branch members and supporters. The auction raised £650.

Border country fete

The Borders branches and guilds lifeboat fete took place in the grounds of Bowhill, Selkirk, the home of the Duke and Duchess of Buccleuch. The fete was the culmination of six months hard work by the committee chaired by Lady Polwarth, president of **Hawick ladies' guild**.

Stalls in one of the large marquees were staffed by members of the Borders branches and guilds and other attractions included the Selkirk Pipe Band, the Haddington Fiddlers, Kelso country dancers and a balloon race organised by members of the Rotary Club of Galashiels. The RNLI was represented by a breeches buoy rescue across the upper loch by Dunbar lifeboat crew and

an inshore lifeboat. An Air/Sea rescue helicopter from RAF Boulmer made two circuits of Bowhill linked to a competition to "Guess the height and speed".

Events in the main arena were a tug of war, and a display by a team of police dogs and their handlers from Lothian and Borders police. The highlight of the afternoon was provided by the Flag Officers' Scotland Royal Marine Band with His Grace the Duke of Buccleuch and Queensberry taking the salute.

A marvellous day, enjoyed by all, which raised £5,000 for lifeboat funds.

Generous support

Three branches in the north and north-east of Scotland received £1,000 each from Conoco (UK) Limited. Lifeboats at **Lerwick, Aberdeen and Peterhead** benefited from the contributions which were accepted for all three branches by Mr Magnus Shearer, honorary secretary of the **Lerwick branch**. Presenting the cheques on board the Lerwick lifeboat *Soldian*, Mr Ron Rutherford, Conoco's Aberdeen-based northern operations manager, congratulated the RNLI on the work done by lifeboat crews and their local committees.

Prose, verse and song

The Open Book, a group of five readers and two singers, presented 'A theme of the Ocean' evening for the **Winslow branch** and raised £321 for lifeboat funds. The group, who give their services free for charities, entertained their audience with prose, verse and song and it proved to be a very enjoyable evening.

Mail appeal

The lifeboat appeal launched by the *Hull Daily Mail* in its Humberside Tourist Guide last year, raised a magnificent £2,700.

Roaring forties!

To celebrate his entry into the roaring forties, John Wootton of Guildford issued invitations to his birthday party with the proviso that instead of presents for himself he would rather the RNLI received donations. Together with his own generous donation a cheque for £1,050 was received with a big thank you to all his friends for their financial support of the lifeboat service.

A boost to recovery

The news that **Lewisham branch** had raised £25,000 in 1987—setting an all time new branch record—perked up honorary secretary Freddy Swain so much that his discharge from hospital was brought forward. Mr Swain was recovering from an operation but nursing staff allowed him to toast the new record in orange juice!

Sojourn in Norway

Whilst living in Oslo, Mrs Eleanor Lowry of Colchester offered to assist the Norwegian lifeboat service (NSSR) in a voluntary capacity. The RNLI lent



Contact! Dave Richardson (left) radio ham and crew member of Cleethorpes inshore lifeboat, makes contact with Tel-Aviv, a contact that's worth £20 from one sponsor alone, during a 24-hour sponsored amateur radio event held at Cleethorpes lifeboat station. The marathon was held in a bid to raise £1,000 for equipment for the new station. Looking on are (second from left to right) lifeboat launcher Eric Smith, radio ham Joe Carter, crew member Martin Kennedy and senior helmsman Dave Steenvoorden.

photograph by courtesy of Grimsby Evening Telegraph



On the day that Marks and Spencer opened up its new first floor sales area in Poole, a cheque for £10,000 was handed over to the RNLI and the store also helped faithful customer Mrs Lucy Baker celebrate her 91st birthday. The company has supported the Institution since 1978 by making donations to lifeboat stations around the coast and it was to mark its tenth year of support that the cheque was presented to fund a new D class inflatable lifeboat at Redcar. On behalf of Marks and Spencer nationwide, store manager Mr Ian Parley (left) handed over the cheque to the Institution's head of fund raising, Anthony Oliver (second right), with department supervisor Mrs Fran Price (right) and Mrs Baker.

photograph by courtesy of Evening Echo



Up, up and away! Fund raisers launched 1,000 balloons from St Bernard's School, Barrow to help buy a lifeboat. It was all part of a national event organised by the Keep Fit Association to raise cash for the RNLI. Terry Downing, hon secretary of the Barrow branch is pictured with his grandson Stephen, and Freda Wilkinson, chairman of the Keep Fit Association, before the balloon send off.

photograph by courtesy of North-Western Evening Mail

her one of its films and she visited a number of schools in and around Oslo where she presented the work of the RNLI and the NSSR, thus combining good information with English teaching. To show their appreciation NSSR presented Mrs Lowry with a diamond studded gold button, their highest award for publicity and fund raising work. She is also the only foreign national to receive such an award.

Reliable sources

Members of **Lyndhurst branch** held a coffee morning for the presentation of a silver award to their president Lt J Holt RN. Since being re-formed in 1981 the branch has raised over £15,000 for the Institution.

Mike Bigland, honorary secretary of **Knighton branch**, was presented with a cheque for £250 from Mrs Sheila Roberts on behalf of the Golden Lion Darts team.

Despite poor weather and fewer visitors to the Isle of Wight during the 1986/87 season, **West Wight ladies' guild** sent a total of £12,900 to headquarters. This was raised by various means and is part of the grand total of £99,000 raised in the same period by the Island's 12 branches and guilds.

The **Swinton & Pendlebury branch** held a grand Christmas fair last November and raised over £1,850.

Members of **Cromer ladies' guild** raised £7,300 during 1987, believed to

be the best figure in the guild's 15-year history. At the guild's annual meeting, retired lifeboat mechanic Donny Abbs was presented with an engraved pewter tankard by chairman Mrs Daisy Spurgeon, for his services to the town's lifeboat and the guild.

Ray Bartlett is honorary treasurer of **Camberley branch** but his interest in lifeboats does not stop there. For the past three years he has been making models based on current type lifeboats which he sells for £2 each and has raised the sum of £500 for the Institution.

At the annual general meeting of **Aldeburgh and District ladies' guild** it was announced that owing to poor health Mrs Grace Agate OBE had decided to resign the chairmanship. She is the holder of both silver and gold service medals and it was largely due to her efforts that the guild has been built up to its present strength. After thanking Mrs Agate for her tireless and devoted work on behalf of the guild, branch chairman Vice Admiral Sir Charles Mills reported that the guild had raised over £32,000 during 1987.

Excitement rose when **Royal Tunbridge Wells branch** realised over £850 had been raised at a coffee morning organised at the house of Mr and Mrs Harris. This figure is believed to be the highest amount raised at such an event in Kent.

Souvenir shop

A 'shop front' which blends in well

with the original structure has been put into a largely unused part of the lifeboat house at **Great Yarmouth and Gorleston**. The souvenir shop opened last May and, with the assistance of Mr and Mrs Long and the ladies' guild, over £5,000 worth of souvenirs were sold. This helped the guild to their record total for 1987 of £25,000.

Sailing

After delivering a yacht to Greece for Island Sailing Flotillas of Thorney Island, the staff boat crew produced an RNLI collecting box to relieve Tony Readwin of his spare drachma. Tony was then told about the company's objective of providing a D class inflatable lifeboat. To encourage them in their endeavours he parted with his cherished Shoreline flag and was gratified to see it flying from the mast before he left for home the next day.

Silver jubilee

To celebrate their 25th anniversary **Staithe ladies' guild** held a reception in the lifeboat house and crewroom. The lifeboat house was used to display an exhibition of photographs and memorabilia and the crewroom became a refreshment room where tea, coffee and wine were provided free for the visitors. The event aroused a great deal of interest and a continuous stream of guests kept the ladies very busy hosting

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To help raise money for the City of Sheffield lifeboat appeal for a new Tyne class boat for Whitby, Sheffield artist Joe Scarborough painted Whitby and its new lifeboat, giving reproduction rights to the appeal. In addition to standard prints at £7 each there was a special edition of 500 at £20 each, signed by (left to right) the artist, Captain Mick Baker of HMS Sheffield and Peter Thomson, coxswain of Whitby lifeboat. Anyone interested in buying a print should contact the City of Sheffield Lifeboat Appeal, PO Box 334, Sheffield S10 1AH. Tel. 0742 766366.
 photograph by courtesy of The Star, Sheffield



Diving for cash: For 12 years regulars at the Three Cups in Stamford Bridge have been throwing their loose change down a 30ft well through port holes in the bar. Diver Phil Peace went down the well from a trapdoor behind the bar to coin in the treasure and raised about £300 for charity. The money was split between the Save the Children fund and the RNLI. The origins of the pub are not clear but it seems the well was formerly part of a farmhouse kitchen.

photograph by courtesy of Yorkshire Evening Press



A close shave! Councillor Alun Roberts surrendered his 22-year-old beard in aid of the RNLI and raised £244 for the Penarth branch. He is seen being shaved by hairdresser Alan Jones. Among the witnesses were deputy launching authority Mrs Margaret Hardcastle, crew members Justin Elias, Terry Davies and James Lock and honorary secretary Captain G Sommerfield.



Representatives of the British Geological Marine Survey Unit are seen presenting a cheque for £1,300 to Coxswain Peter Murray of the Anstruther lifeboat. The money is to go towards the Doctors Appeal and is one of many donations given to the lifeboat service by the unit. Colin Lawson, area organiser Scotland is on the far left of the picture.

photograph by courtesy of D C Thomson & Co Ltd



Hands up! The Western Pioneers Show Team, a group of disabled and able-bodied people from West Wickham, 'held up' customers in aid of the RNLI. During a countrywide promotion each Texaco garage adopted a local charity for three days. Keith Whiteing, manager of Addiscombe Road garage, chose to collect for the Croydon branch and the Western Pioneers lent a hand. The event was so successful that Mr Whiteing collected for an extra day, resulting in a donation of £571.

photograph by courtesy of Croydon Advertiser



The annual harbour fête of North Sunderland ladies' guild broke all its previous records by raising just over £10,000. As a result of the fête, donations, coffee mornings, bridge drive, a handsome donation from the local Rotary Club, and sales of souvenirs the guild had a balance of £16,597.

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the occasion. Mrs Eva Hanson, the first chairwoman of the guild was present, as were other past chairwomen, guilds officers and members. The afternoon was a great success and although it was not intended as a fund raising event, donations and the sale of souvenirs raised £104 for guild funds. Since its inception the guild has raised over £35,000.

Unique auction

The auction of a unique 'one-off' Royal Worcester plate specially commissioned for the Lifeboat Midsummer Ball organised by the Bournemouth Ball Committee last summer, raised £510. A bottle of House of Commons sherry signed by Prime Minister Mrs Margaret Thatcher made another £60 and, together with ticket sales, a tombola and donations, the event produced a total £2,430.



The Royal Tay Yacht Club Dundee was the venue for the Bell's Charity Bottle smash in aid of the RNLI. The bottle, held by David Bruce of Bell's Scotch Whisky, was smashed open by Hugh Scott (second coxswain), watched by Stuart Shepherd (commodore RTYC), club members and lifeboat crew. A total of £128.63 was raised. photograph by courtesy of Ron Gazzard



Guess how much is in the bottle! For weeks customers at the Queen Adelaide pub, Putney Bridge Road, London, put their spare cash into a large whisky bottle. On the evening of the 'smash' they were asked to hazard a guess as to how much it held. The bottle proved to contain £138.70 with the 'guesses' raising a further £17.10 for the Clapham Battersea and Wandsworth branch. Cyril Holman is shown holding the hammer watched by Ann Wilkins, regional organiser South London (far left) along with branch committee members.



A dinner dance organised by the Birmingham branch was the first charity evening to be held in the splendidly refurbished Botanic Gardens in Birmingham and raised a magnificent £2,500 for lifeboat funds. Among those supervising the tombola are (l to r) Freddie Bell-Scott (branch president), Ray Kipling (deputy director), Nigel Richards (branch chairman) and his daughter and Mrs Susannah Kipling (third right). Mrs Zee Richards is picking the winners. photograph by courtesy of Birmingham Evening Mail.



Malcolm Wood, second officer of Townsend Thoresen's Baltic Ferry walked 200 miles for the Harwich lifeboat. The sponsored walk from St Bees Head in Cumbria to Whitby High Light in Yorkshire took 11 days and raised over £1,000. Malcolm is shown on board the John Fison. Coincidentally, shortly after the photograph was taken, the lifeboat was called out to assist the ferry after a woman passenger was lost overboard. After an extensive search in gale force conditions the search was called off at nightfall.

photograph by courtesy of Bruce Monahan



Support the RNLI: A red London bus, Routemaster RM5, was lent to the Hertford and district branch as an entry in the Hertford Carnival. The bus, which is about 25 years old, is the oldest in regular service (route number 29 Palmers Green to Victoria) and was specially repainted for the occasion. The advertising side panels which bear the legend "Leaside District is pleased to support the RNLI" will remain to be seen daily in the streets of London.



Sylvia Knox (left) of the Portrush ladies' guild accepts a cheque for over £9,000 from the Portrush Raft Race Committee, being the proceeds of the 1987 race. Over the past five years the committee has raised nearly £40,000 for the RNLI.



Bank pays out! Councillor Ian Oxley, second right, hands over a £300 cheque from the profits of six Torbay bottle banks to works and harbours chairman Denis Reid. Later Mr Reid passed on the cash to Captain Barry Anderson, left, chairman of the Torbay branch.

photograph by courtesy of Herald Express



Although there are only four members in Ashfield & District branch, a cheque was presented at a charity concert to celebrate the second £1,000 it had raised last year. The concert was held by the West Nottinghamshire School of Music Senior Band and ticket sales raised £225. Pictured from left to right are N Jacks, hon secretary, Terry Holt, conductor, Stuart Swallow, area organiser for the north east region, N Simmons, hon treasurer, David Ince, senior conductor and Stephen Clark, soloist.

photograph by courtesy of Mansfield Chronicle Advertiser



Roll out the barrel! Pub teams rolled a barrel filled with 22 gallons of water along three miles of road. The barrel-push, by six teams of six runners, was to raise money for the new Lowestoft lifeboat appeal and the Licensed Victuallers' National Homes. They set off from Carl's pub in London Road South, Lowestoft and took in another four pubs before finishing up at the Olde Frank, Gresham Road. The event was organised by Keith Barnard, landlord of the Fighting Cocks, and raised £500 from sponsorship and collections in pubs along the way, the money to be shared by the two charities.

photograph by courtesy of Eastern Daily Press



Dive for treasure: Members of the Hoyland Sub-Aqua Club raised more than £400 by taking to dry land for a sponsored bed push from Hoyland to Barnsley. But to be true to their sport they decided the best place to present the cheque would be under water! So lifeboat appeal chairman Arthur Thompson, was persuaded to don flipper and airtank for the ceremony. It was the first time Mr Thompson had gone sub-aqua diving and he is shown in the centre of the picture, with club chairman Ian Sykes on the left and a club member on the right.

photograph by courtesy of The Sheffield Star



Ahoy there! Donning their sou'westers the Ashley and Loggerheads ladies' guild, a small hard working guild covering two small villages in Staffordshire, took part in the local festival by entering a float in the carnival parade. The guild raised £1,100 during 1987.

D class inflatable: August 2, 5, 16, 21, 23, September 3 (twice), 12, 19, October 1, 2 and 25

Silloth, Cumbria
Atlantic 21: August 2, September 2 and October 12

Skegness, Lincolnshire
D class inflatable: September 28

Skerries, Co Dublin
D class inflatable: August 8, 24, September 26 and October 24

Southend-on-Sea, Essex
D class inflatable: August 1, 10, 30, 31, September 9, 24 and 26
Atlantic 21: August 10, 14, 24, 29, 31, September 1, 5, 6 (twice), and September 22

Southwold, Suffolk
Atlantic 21: August 12, 16 and 17

Staithe and Runswick, North Yorkshire
Atlantic 21: August 23 (twice), 28, September 6, 24 and October 30

Stornoway (Lewis), Ross-shire
52ft Arun: August 7, 13, 21, 23, 25, September 1, 3 and 30

Stranraer, Wigtownshire
D class inflatable: August 5 (twice), 8, September 11 and 22

Stromness, Orkney
52ft Arun: September 23

Sunderland, Tyne and Wear
47ft Watson: August 23 (twice) and September 13
D class inflatable: August 21, 23, September 4, 24 and October 1

Swanage, Dorset
37ft 6in Rother: August 8 (three times), 10, 19, 23, 26, 28, 29, 30, 31 (seven times), September 13, 14, 26, 27 and October 3

Teemouth, Cleveland
47ft Tyne: August 8, 15, September 9 and 19

Tenby, Dyfed
47ft Tyne: August 23, 25, 26 (twice), 31 (three times), October 8, 15 and 17
D class inflatable: August 3 (twice), 4, 8, 9 (twice), 15, 20, 22, 25, 26 (twice), 27, 31 (twice), September 1, 3, 7, October 19 and 23

Thurso, Caithness
48ft 6in Solent: September 11

Tighnabruaich, Argyllshire
D class inflatable: August 8 and September 29

Torbay, South Devon
54ft Arun: August 9, September 18 and October 4
D class inflatable: August 8, September 5 and 20

Tramore, Co Waterford
D class inflatable: August 24

Trearddur Bay, Gwynedd
D class inflatable: August 1, 6, September 13, 26 and October 10

Troon, Ayrshire
44ft Waveney: August 22, 26, September 12, 21, October 9 and 11

Tynemouth, Tyne and Wear
52ft Arun: September 19, 29 and October 5
D class inflatable: September 17 and 26

Valentia, Co Kerry
Relief 52ft Arun: August 1, 2, 12, 26, September 13, 14 and 22

Walmer, Kent
Relief 42ft Beach: September 27 and October 31
D class inflatable: August 23, 24, October 4, 6, 8, 11 and 25

Walton and Frinton, Essex
46ft 9in Watson: August 2, 24, 28, September 2 and 8
Relief 46ft 9in Watson: September 2

Wells, Norfolk
37ft Oakley: August 24
D class inflatable: August 6

West Kirby, Merseyside
D class inflatable: August 5, 22, 23 and October 23

West Mersea, Essex
Atlantic 21: August 7 (twice), 8, 18, 19, 20, 22 (twice) and October 16

Weston-super-Mare, Avon
D class inflatable: August 6, 10 (twice), 20, September 27 and October 5
Atlantic 21: August 8, 20 (twice), September 20, October 18 and 23

Weymouth, Dorset
54ft Arun: August 8, 23, 31 (twice), September 6, 10, 12, 23, October 3 and 16

Whitby, North Yorkshire
44ft Waveney: August 16
D class inflatable: August 1, 13, 16, September 6, 13, October 23, 24 and October 31

Whitstable, Kent
Atlantic 21: August 12 (twice), 20 (twice), 21, 22, 23, September 6 (three times) and September 11 (twice)

Wick, Caithness
48ft 6in Oakley: September 13 and 15

Wicklow, Co Wicklow
42ft Watson: August 15, 19 and September 13

Withernsea, Humberside
D class inflatable: August 3, 22, September 3 and October 29

Workington, Cumbria
Relief 46ft 9in Watson: August 30, September 28 and October 25

Yarmouth, Isle of Wight
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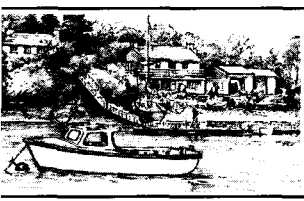
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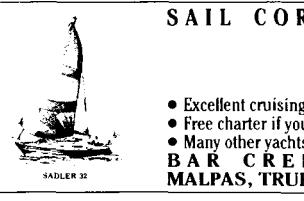
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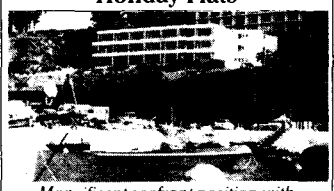
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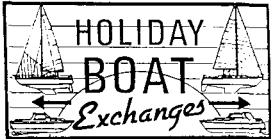
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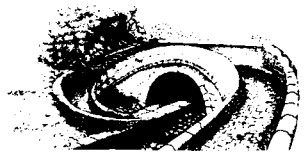


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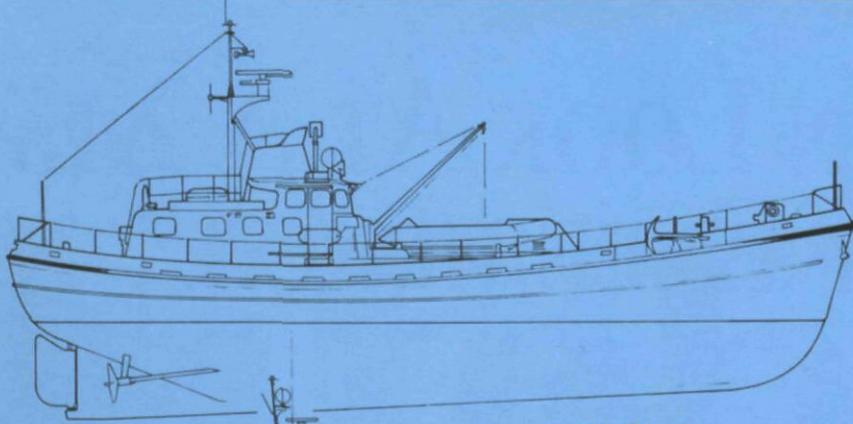
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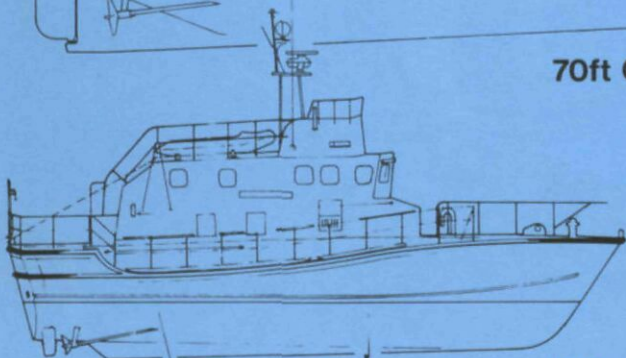
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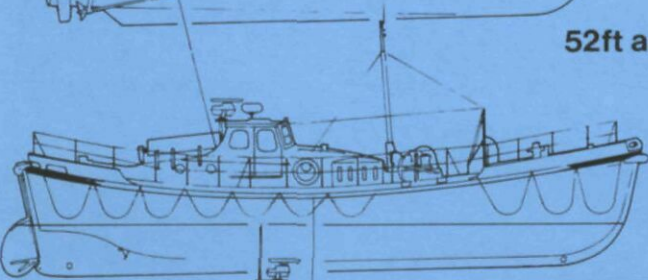
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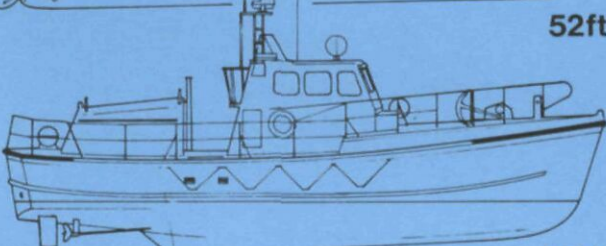
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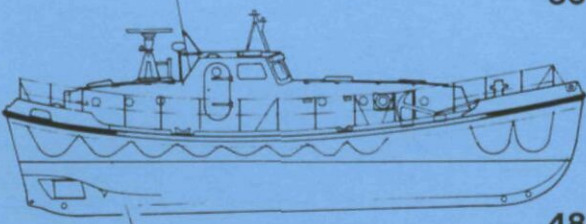
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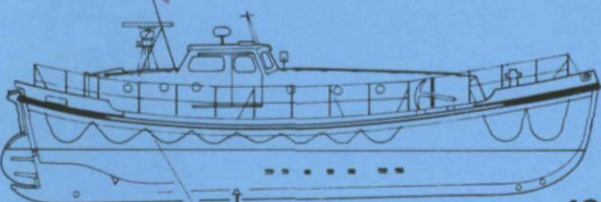
52ft Barnett



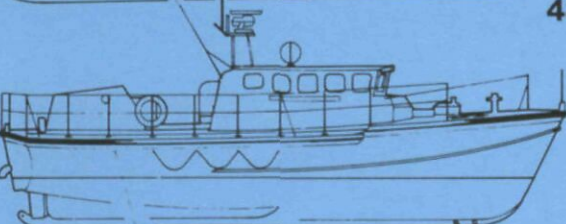
50ft Thames



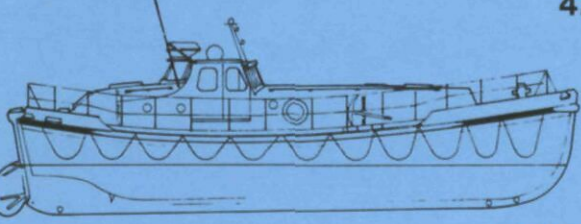
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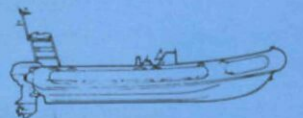
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Profiles of Lifeboats in the RNLI Fleet

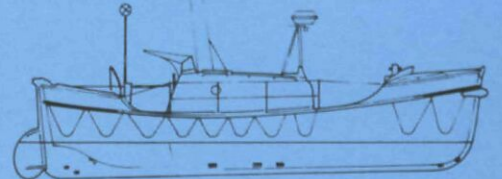
16ft D class and 17ft 6in C class inflatable



Atlantic 21



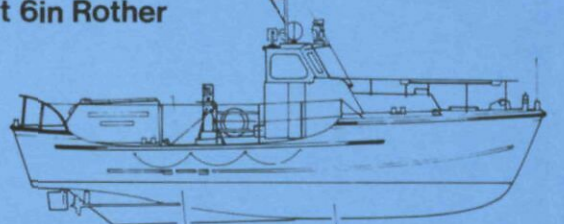
33ft Brede



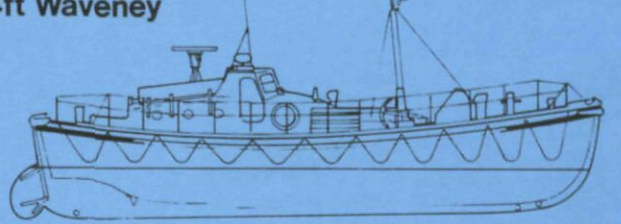
37ft Oakley



37ft 6in Rother



44ft Waveney



46ft 9in Watson

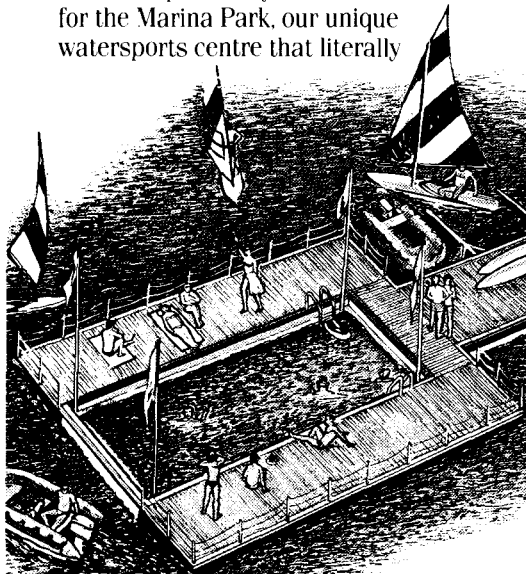
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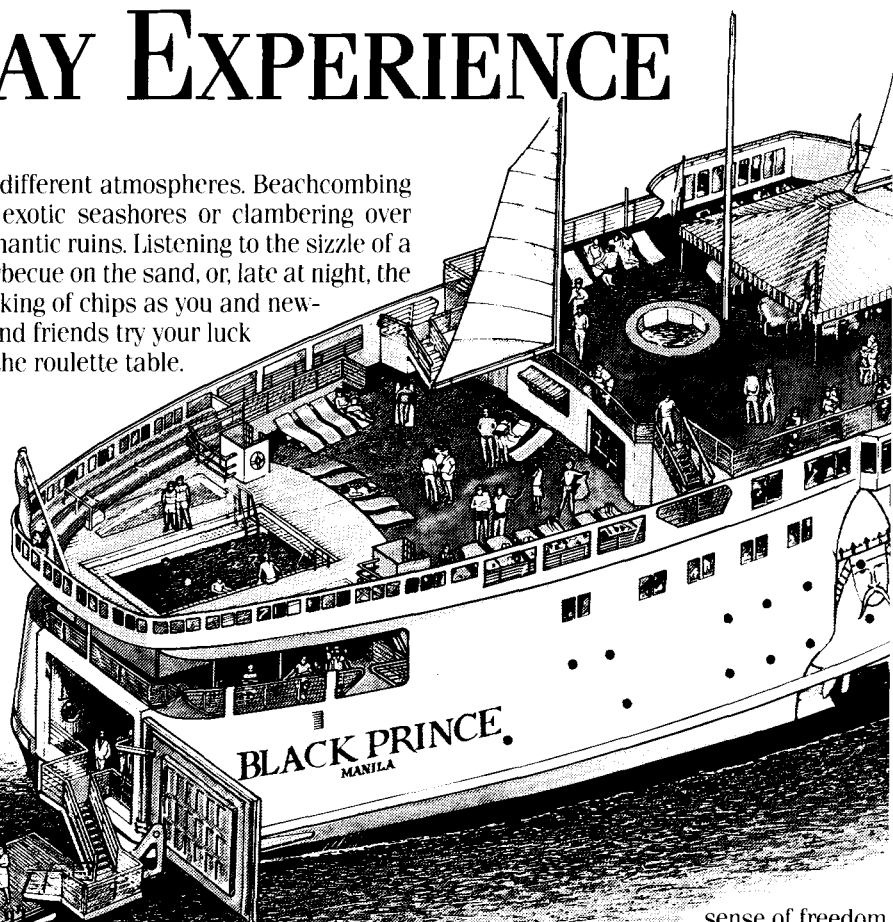
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BLACK PRINCE

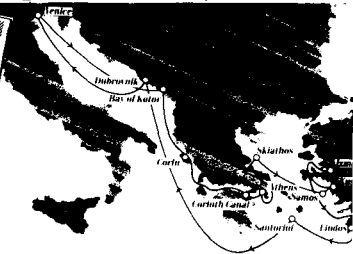
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