

The

Lifeboat



Summer 1988

Princess Alexandra presents awards

D class bronze medal rescue

The collector's tale



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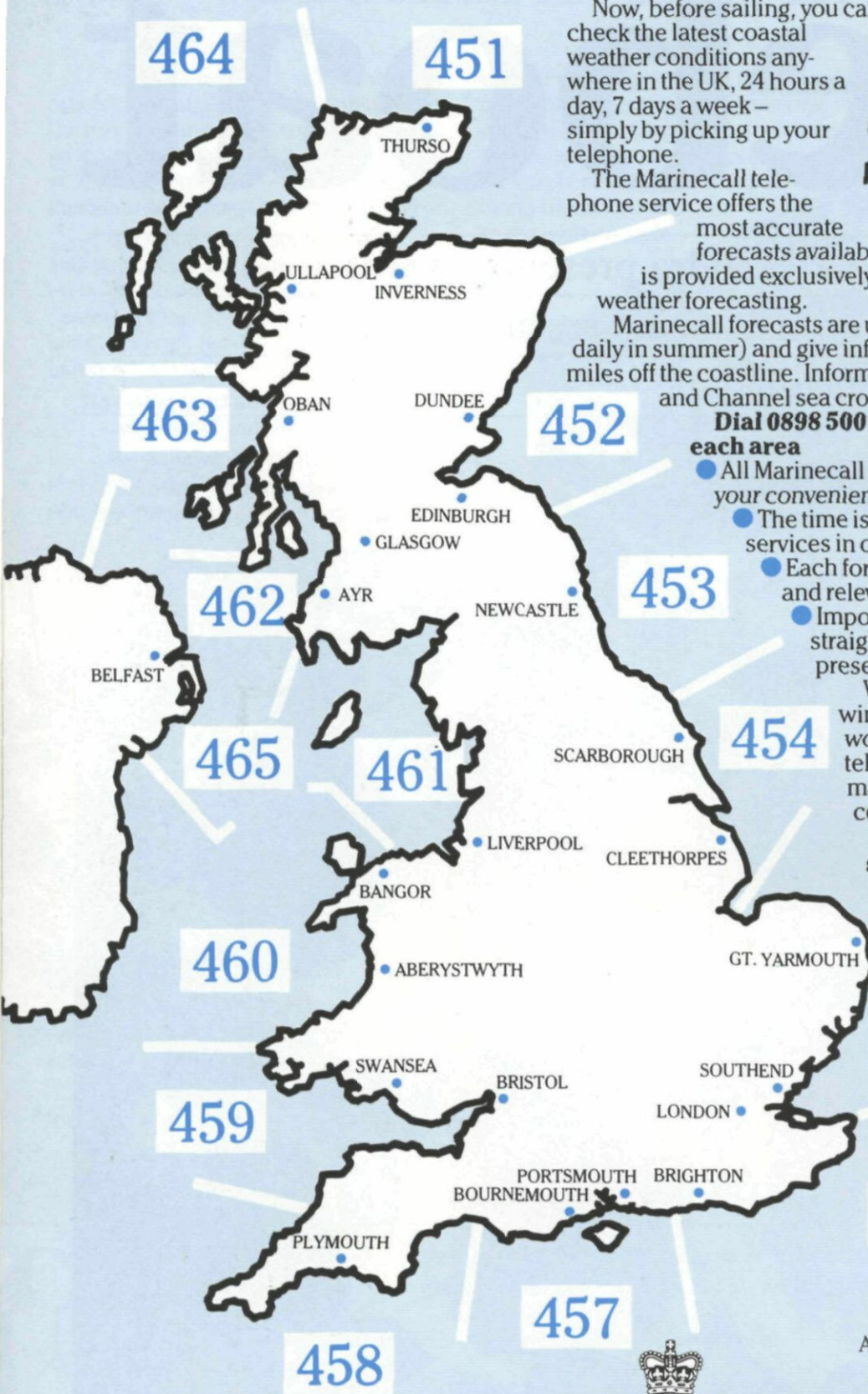
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THE Lifeboat



Royal National Lifeboat Institution Contents

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COVER PICTURE

The crew of Dover lifeboat, all of whom received medals following the service to the sinking cargo ship Sumnia on October 16, 1987. Pictured aboard the relief Tyne class Good Shepherd on the Thames before they were awarded their medals by Princess Alexandra, they are: (front) Dominic McHugh and Robert Bruce, (back l to r) Michael Abbott, Geoffrey Buckland, Acting Coxswain Roy Couzens, Christopher Ryan and Eric Tanner.

Photograph by courtesy of Maggie Murray

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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.

NEWS POINT

BACKING UP THE VOLUNTEERS

What makes the RNLI unique is that although it provides a service to society as essential as many other life preserving organisations, it achieves its aims very largely through volunteers. Volunteer lifeboatmen, volunteer fund raisers and volunteered funds are the Institution's life blood.

But no one could dispute the need for the solid framework a permanent staff provides. Open days, both at Poole headquarters and at the Cowes base on the Isle of Wight give all who volunteer, whether it is their services or their money, the opportunity to find out how the Institution is maintained. It is only when people have seen the stores of spare parts needed to ensure 260 lifeboats on station are always ready to go or the racks of collecting boxes, souvenirs and other fund raising aids required to satisfy 2,000 branches and guilds, that they begin to realise the true size of the RNLI and the volume of its business.

And the business is growing. Lifeboats are called on more often nowadays and they are becoming more expensive to build and run as they increase in sophistication. That makes staff busier than ever too. Recording, administering, analysing, inspecting, encouraging and planning are functions of every department, all vital to the efficiency of the Institution. Again open days will give an idea of the extent of such activities.

All RNLI staff, however, whether at Poole, Cowes, on the coast or in the fund raising regions will always remain acutely aware that the success of the Institution depends on the volunteers and their continuing willingness to see lives saved at sea. Without them there would be no RNLI.

Opening time

Friday, July 29 and Saturday, July 30 are Open Days at Poole Headquarters and Depot. A week earlier the base at Cowes on the Isle of Wight opens its doors on Saturday, July 23. This is your opportunity to see the support which is required by the 204 lifeboat stations of the Institution. At Cowes you can see new Atlantic 21s and 16ft D class lifeboats under construction and at Poole attractions will include a helicopter winching display, lifeboats to look round and tours of the depot workshop, the operations room and the fund raising centre.

Busy Whit

The Whitsun weekend was no holiday for lifeboat crews around the coast. Over the three days of the recent bank holiday there were no fewer than 106

launches by lifeboats. Sunday, May 29 was the busiest day with 58 launches. A sudden increase in wind strength on that day caught out many sailors.

Icelandic birthday

Sixty years is an important anniversary in Iceland and 1988 marked that particular milestone for the National Lifesaving Association of Iceland (SVFI). The RNLI's chairman, the Duke of Atholl, accompanied by Lt Cdr Brian Miles, director, went to Iceland for the birthday celebrations and presented the Institution's silver medal to the Association for *its long and valuable services to the work of saving life at sea*. The Duke also addressed the general congress of the Association on behalf of guests from nine other countries. In 1928 the nascent SVFI consulted the RNLI, its senior service by 104 years,

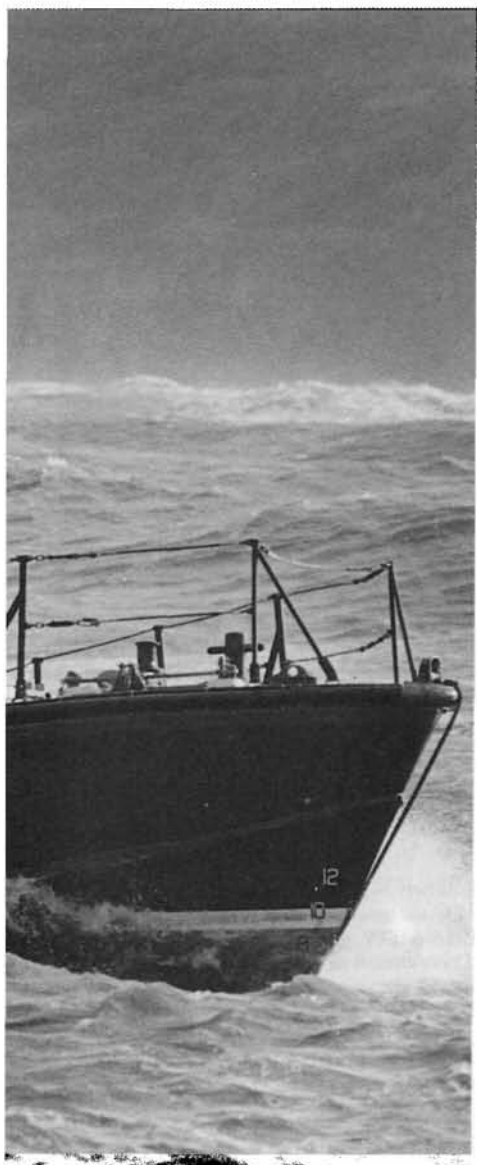
on the best way to set up a lifesaving organisation. The RNLI also provided the Icelanders with their first lifeboat, a 35ft self-righting pulling boat.

Pioneer of rigid inflatable dies

Following the death of Richard Oakley (reported in the last issue) it is sad to announce the passing of another innovator in lifeboat design, Rear Admiral Desmond Hoare. It was Admiral Hoare who, as the founding headmaster of Atlantic College in Wales, began the development of rigid hulled inflatables for use by the college's coast rescue service. His ideas were followed up by the RNLI at its Cowes base and in 1972 the Atlantic 21 lifeboat came into being. Atlantic College still operates as an RNLI lifeboat station, its crews drawn from both male and female students.

Admiral Hoare was a member of the





Brave new lifeboat: ON 1125, the prototype 12 metre aluminium hulled fast carriage boat photographed in heavy weather at Scarborough during her operational trials. As the RNLI chairman reported in his recent AGM speech, "she has now proved herself as a lifeboat to the satisfaction of our technicians, our operational staff and, most importantly, those lifeboatmen who have taken her to sea during her trials." Her class name will be announced in July at the official press day at Hastings where she is to undergo evaluation in a station role.

photograph by courtesy of Scarborough and District Newspapers Ltd

RNLI Committee of Management from 1969 to 1978 and lent his specialised services both to the Boat and Search and Rescue committees.

Play your card right

Members of the RNLI who already use a credit card or who are considering doing so, will soon have the opportunity to lend extra help to the lifeboat service at no extra cost to themselves. In a link-up between the Institution and the Royal Bank of Scotland, a special RNLI/RBS Access card is to become available in September. The card will incorporate all the usual features of the standard Access card but for every successful new applicant the Royal Bank of Scotland will



Free men: the very rare honour of a lifeboat station receiving the freedom of the borough was granted by Torbay to its local station at a ceremony on April 29, 1988. Torbay's first lifeboat came to Brixham in 1866 and it was in recognition of "the humane cause of preventing loss of life at sea" (to quote the official motion) as practised by the town's lifeboat since that time that the freedom was granted. The photograph shows Torbay's Mayor, Councillor Mrs Eloise Armes, receiving an RNLI plaque from Coxswain Arthur Curnow following the presentation of a sealed and illuminated scroll by the Mayor. To the left is Town Clerk, Mr D P Hudson and on their right is station honorary secretary Tony Smith.

photograph by courtesy of Herald Express



Airborne colleagues: a Bristows Helicopters Sikorsky S-61N, contracted by HM Coastguard, in a joint exercise with Newhaven's Arun and Brighton's Atlantic 21. There are now three such search and rescue aircraft in operation around the British Isles. Two are in Scotland on Stornoway and at Sumburgh in the Shetlands and the third came into operation at Lee on Solent in May following the closure of HMS Daedalus. The Royal Navy now operate a Sea King flight at Portland which includes a responsibility for search and rescue.

donate £7.50 to the RNLI. Then, every time it is used for purchases, the RNLI will receive an additional commission.

There will be more details about the card in a special letter going out from the RNLI to all members in August.

Voice of authority

The RNLI is fortunate in the help it receives from distinguished people and has recently been able to add a third ex-prime minister to the list of those who lend active support. Yachtsman Edward Heath has long been a flag waver for the Institution and Lord Wilson of Rivelieu is a great friend of the Isles of Scilly lifeboat station. Now Lord Home of the Hirsell has lent his weight to the cause in a moving address recently given at Ayton before a concert in aid of the RNLI. In it he referred to the 150th anniversary of Grace Darling's famous rescue with her father and in recalling the lighthouse keeper's understated log of the event which noted simply: "Nine of the crew were rescued by the Darlings and that was all."

"We salute them", said Lord Home, "for their cool courage in danger and are thankful that such people manning the lifeboats are still alive today".

LWT and sympathy

RNLI senior staff were recently given the opportunity to experience a very realistic but dummy television studio interview. This was made possible by the generous and good offices of Mr Raymond Baxter, RNLI vice-president and interviewer for the day, and London Weekend Television who allowed their facilities to be used without charge. Among their technicians, all of whom were also donating their services, was one very sympathetic vision mixer. She felt so strongly for the interviewees during their ordeal that she was moved to send a £20 cheque to the Institution to make up for it.



Acting coxswain: they may look the part but none of these men have ever taken a lifeboat to sea. They are, in fact, some of the cast from the recent BBC television play 'Run for the Lifeboat', about a fictional lifeboat community in Wales. All the filming was carried out at Moelfre in Anglesey where villagers patiently put up with altered road signs, shop fronts and even a new name for the local pub.

Yorkshire hosts: Whitby's 44ft Waveney class escorts two Scottish lifeboats out of Whitby harbour on their journey north. The two visitors are the new 47ft Tyne class, Lord Saltoun, bound for Longhope and the 54ft Arun, City of Bradford IV, previously stationed at Humber and on her way to take up station duty at Thurso. Every station to receive a new lifeboat sends a crew to Poole headquarters where they receive a week's training before the passage back to station. It is rare that two lifeboats from neighbouring stations make the delivery trip together and in this instance history has repeated itself. Eighteen years ago two new 9 knot Solent class lifeboats bound for Longhope and Thurso respectively sailed in company to take up station on the Pentland Firth. Now they have the 18 knot Tyne and Arun to replace them.

photograph by courtesy of Whitby Gazette



LIFEBOAT SERVICES

West Division

January storm



BRONZE MEDALS

AT 1137 ON WEDNESDAY, JANUARY 6, 1988 the **Blackpool** station honorary secretary, Mr Rowland Darbyshire was alerted by Liverpool Coastguard MRSC that a small vessel had fired red flares 1¼ miles north north west of the lifeboat station and another had capsized 1¾ miles south west.

The lifeboat crew pagers were activated and, on arrival at the boathouse, the two senior helmsmen, Keith Horrocks and Philip Denham discussed the weather conditions with the SHS.

The wind was north-westerly force 5 with a north-westerly sea. Broken seas extended for some 200 yards to seaward from the promenade to the surf edge, where there were waves of 9 to 10 feet.

High water was due at 1230 and although a nominal northerly flow of half a knot would have been expected, the wind and undertow gave a southerly flow of about three knots.

Both helmsmen were confident that they could cope with the conditions, despite their being at the upper operating limit for the two 16ft D class inflatable lifeboats stationed at Blackpool.

At 1149 D310, with Helmsman Horrocks and Crew Members Stuart Cotnam and Terence Rogers on board, launched from the steps adjacent to the boathouse and proceeded towards the southernmost casualty.

D300 was meanwhile towed towards Squires Gate by a police Land-Rover, but as the northernmost casualty was seen to be signalling desperately, Helmsman Philip Denham decided to launch from the Slade at Manchester Square.

PC Pat Jackson, the police driver, backed the Land-Rover down to the water's edge and then helped to launch the lifeboat (saving a delay while the launch crew reached D300 from the boathouse where they had launched D310).

PC Jackson, dressed in standard police

uniform, was soaked up to his chest, having entered the water with boat and trolley to assist the launch. D300 launched at 1152 with Helmsman Denham and Crew Members Robert Browell and Alan Parr on board.

D310 meanwhile proceeded westwards to clear Central Pier, constantly filling with water in the surf. The lifeboat closed the casualty *Dijon* and told the occupant to head to sea and wait for D300, as the capsized vessel was in urgent need of attention.

Helmsman Horrocks then took D310 southwards, running down sea and squaring up again to gain sea room as the lifeboat approached the surf edge. On finding the upturned bows of the capsized casualty *Peebles* Helmsman Horrocks used skill and judgment in circling the boat before establishing that no-one was with her.

It was obvious that any of *Peebles'* crew in the water would have been swept south and so the lifeboat continued to search the surf in that direction. An object was sighted 50 yards to the north north west and was found to be a person face down in the water.

Helmsman Horrocks slowed right down and held D310 in line with this casualty, drifting rapidly towards the lifeboat. Sea conditions at the scene

were seven foot waves of broken surf with reflected waves causing a confused cross sea with steep peaks. The man was hauled aboard and both crew started trying to resuscitate him while Helmsman Horrocks ran the lifeboat into and up the beach.

The survivor was not breathing by himself and had a weak, erratic pulse. He was transferred to the police Land-Rover and taken up to the ambulance standing by.

D300 also came ashore and Helmsman Denham and Crew Member Rogers—both qualified first aiders—continued resuscitation and heart massage until the ambulance crew took over. Although alive when landed, sadly the man was declared dead in the intensive care unit at Blackpool Hospital three hours later. While D310 had been pulling the man from the water, D300 had intercepted *Dijon* which was drifting south at about four knots and closing the surf edge, where there was a danger of swamping or capsize.

The wind was north west 25 knots, with short, steep seas of 10 to 12 feet, confused by reflected waves from the promenade wall.

D300 approached *Dijon's* port quarter and Helmsman Denham instructed the occupant to let go his anchor, as the



Blackpool's 16ft inflatable lifeboat D310 searches along the surf edge.

photograph by courtesy of *The Star*

motion of the casualty precluded going alongside, with serious risk of injury to the lifeboat crew members or damage to the D class.

Once the anchor had been dropped the casualty steadied bow west, with the seas breaking over the starboard shoulder. D300 again closed the port quarter and instructions were passed that the lifeboat would make a much closer approach when *Dijon's* occupant should jump.

However, as the lifeboat turned away to port, the survivor tried to leap the gap of 10 to 15 feet, landing partly in the water and partly on the starboard sponson of D300. The crew hauled him inboard.

D300 headed seawards, partly to drain excess water before turning and partly to clear the area of reflective waves. *Dijon* meanwhile was swamped and sank.

Once clear of the reflective waves, Helmsman Denham worked D300 south before running south east and then east to the beach at Squires Gate where the survivor, who was uninjured, was landed at 1206 and taken to hospital for a check-up.

He first confirmed that there had been two people on board *Peebles* and, after the ambulance had left, all the lifeboatmen agreed that this second occupant would be close inshore, drifting south, in an area inaccessible to the larger lifeboats from **Fleetwood** (44ft Waveney class *Lady of Lancashire*) and **Lytham St Annes** (47ft Watson, *The Robert*), which had also been launched.

Both D class crews insisted on re-launching, D310 leaving the beach at 1210 with Helmsman Horrocks and Crew Members Parr and Cottam, followed five minutes later by D300, with Helmsman Denham and Crew Members Rogers and Browell (after the latter had changed over the fuel tank on D300 while his colleagues attended the injured man).

Both lifeboats searched the area for 1¾ hours, first with the help of an oil rig support aircraft from Bond Helicopters, Blackpool Airport and later by two SAR helicopters, a Wessex from RAF Valley and a Sea King from RAF Boulmer.

The wind force increased as the search continued, one gust registering force 9. Various items of flotsam were seen and investigated, two lifejackets were recovered and items observed by the helicopters and marked with smoke floats were also investigated.

D300's engine tilt mechanism was damaged in shallow water while one such object was being investigated.

Sea conditions remained treacherous throughout the search and both helmsmen were acutely aware of the danger of being capsized bow over stern. Both boats shipped a lot of water—coped with by the transom drains—and on each seaward leg of the search pattern flying spray made conditions very difficult, with the saltwater and suspended



Fleetwood's 44ft Waveney class lifeboat Lady of Lancashire joins the search for survivors.

sand affecting the eyes of all crew members.

Following this service, carried out at and beyond the upper limits for this class of lifeboat, the bronze medal for gallantry has been presented to Helmsman Keith Horrocks and Helmsman Philip Denham in recognition of their superb seamanship and skill displayed in the handling of their craft.

The thanks of the Institution inscribed on vellum has been awarded to Crew Members Stuart Cottam, Terence Rogers, Robert Browell and Alan Parr for the part they played in this arduous service.

In addition, a letter of thanks signed by the director, Lt Cdr Brian Miles, commending the actions of PC Pat Jackson, has been sent to Blackpool's chief superintendent of police.

West Division

Stranded yacht

AS DUSK FELL ON Tuesday, October 6, 1987, Liverpool Coastguard MRSC advised **New Brighton's** station honorary secretary, Captain John Billington, that a small yacht, believed to be the 24ft *Samsal*, had been observed possibly in trouble outside the main channel of the entrance to Liverpool, some five miles north west of the lifeboat station.

The SHS agreed to an immediate launch, activating the crew's pagers at 1732. **New Brighton's** Atlantic 21 rigid inflatable lifeboat *Blenwatch* launched at 1745 and proceeded on service.

At the launch site there was a westerly wind blowing, force 4 to 5, with a moderate sea and westerly swell of 4ft. Occasional squally showers reduced visibility as *Blenwatch* launched 20

minutes before low water (spring tides), in virtually slack water.

Heading on a course of 350° Magnetic down the Crosby Channel, Helmsman Anthony Clare, accompanied by Crew Members Geoffrey Prince and Anthony Jones, took the lifeboat towards C17 Buoy.

Once clear of the shelter of land, weather conditions worsened. The wind had increased to force 6 and was accompanied by a short, steep sea and 4ft swell.

Helmsman Clare proceeded at best speed in the conditions, hampered by the stalling on three or four occasions of the starboard engine. However, after renewing the plugs it ran satisfactorily, although attempts to re-start it had seriously reduced the available battery power, causing the echo sounder to stop working.

C17 buoy was reached with no sign of the casualty and so Helmsman Clare landed Crew Member Prince at a point two cables south, where the sand had encroached over the training wall.

He walked about ½ of a mile south-westwards to the highest point of the bank, but could see nothing. Helmsman Clare, meanwhile, continued to search the channel area between C15 and C17 buoys.

Liverpool Coastguard MRSC reported another sighting of the yacht, south west of the Burbo Bank, apparently under reefed jib or engine. Helmsman Clare recovered his crew member at 1830 and proceeded on a course of 150° Magnetic up the Crosby Channel to attempt the Rock Channel and get to the southward of the Burbo Bank.

Making full speed to the Rock Channel the lifeboat arrived there at 1840. The wind was now force 7, gusting to force 8 in squalls which again limited visibility. It was also getting dark.

The funnel effect of the channel, together with the flooding tide, caused the tide to run at about 3½ knots. The seas were 8-10ft and breaking.

Hoylake's 37ft 6in Rother class lifeboat *Mary Gabriel*, which had been on standby, launched shortly after 1835 at the request of the New Brighton helmsman, who was aware of the limitations of his own craft as a search vehicle in the prevailing conditions.

Battery problems severely restricted his use of the searchlight and once clear of the Rock Channel, Helmsman Clare knew that his course would be virtually beam on to the seas. Bearing in mind the fading light and slow progress to the north west, he decided to return to the main channel, which the lifeboat re-entered at 1855.

His decision, made in the belief that *Samsal* would be driven back across the Burbo Bank towards the main channel, was vindicated when, after a half hour search in the dark, the yacht was discovered aground on the sandbank, lying bow to north and being pounded by the breaking seas.

The Crosby West Training bank—lying between the casualty and the lifeboat—could be seen in the deepest troughs. *Samsal's* crew appeared to be trying to inflate a liferaft and Helmsman Clare considered that they were in imminent danger as, once the yacht was driven on to the training wall, she would break up.

After watching the wave patterns on the wall, he drove *Blenwatch* across and on to the Burbo Bank at 1935. Once over the wall, the seas were very short and confused, 4-5 feet and breaking.

Samsal was rolling heavily, her boom swinging freely. Helmsman Clare decided to tow the yacht over the training wall into the main channel before attempting to take off her three crew, as the water alongside *Samsal* was shallow and very rough. The yacht's mast and boom also posed a threat to the safety of the lifeboat and her crew.

Helmsman Clare closed the yacht from the south east and shouted his instructions to her crew. He then made a dummy run to assess the situation close to the casualty, again from the south east, while his crew prepared the tow.

The lifeboat's port engine kept stalling at slow speed and so the final approach was made with the port engine on high revs (3,000) and the starboard engine on low revs. A tow line was eventually secured and *Samsal* was pulled round to the east north east, over the training wall and into the main channel at 1950.

The three yachtsmen were wet and tired but bailing furiously to keep pace with the leaks in *Samsal's* hull. They wanted to beach the boat but in the absence of a safe beach in the prevailing weather conditions it was decided to tow them to Liverpool Marina.

The tow up to the Crosby Channel was slow, with the yacht yawing con-



Launch of New Brighton's Atlantic 21.

photograph by courtesy of Jeff Morris

siderably. The quarterly seas were increasing with the rising tide as the Burbo Bank covered.

Blenwatch and the casualty arrived off the entrance to the Albert Dock complex at 2045. Liverpool Coastguard informed Helmsman Clare that no lock would be available until the following morning. After consulting the three yachtsmen, the Port Authority and the coastguard it was agreed to leave *Samsal* moored alongside the dock wall, close to where the yachtsmen had left their car, containing food and other provisions.

Blenwatch left the casualty at 2120 but en route to Egremont Slipway the starboard engine failed and would not re-start. The lifeboat proceeded without lights, to conserve battery power for the radio, the beach party were advised and the trolley was rigged for a net recovery.

Beach conditions were not good, with a confused wave pattern caused by

reflected waves from the dock walls on the north east side of the river.

The net carried away as *Blenwatch* made her first approach and recovery had to be aborted while the trolley was re-rigged. The second attempt was successful, thanks to the excellent co-ordination of Tractor Driver Francis Brereton. The lifeboat was recovered at 2145, repaired, rehoused, refuelled and ready for service at 2230.

Following this service, Helmsman Anthony Clare has been awarded the thanks of the Institution inscribed on vellum. Framed letters of thanks signed by the Institution's chairman the Duke of Atholl have been awarded to Crew Members Geoffrey Prince and Anthony Jones and a letter of thanks from Captain George Cooper, chief of operations, has gone to Tractor Driver Francis Brereton.

South East Division

Lifeboatman injured

AT 0515 ON FRIDAY, JANUARY 22, 1988 Mr Llew Hardy the station honorary secretary of **Swanage** lifeboat was advised by Portland Coastguard that the mv *Renee* was in difficulties in heavy seas 10 miles south south west of Anvil Point.

The vessel was reported to be down by the head, experiencing heavy vibration and making little headway in the prevailing conditions.

The SHS agreed to launch the lifeboat and instructed the coxswain to fire maroons. This was done at 0530 and

BARRY DOCK, August 8, 1987: both Barry Dock's Arun and Penarth's 16ft inflatable were called out when this drilling rig, in use for the proposed barrage at Cardiff, broke through the crust of the sea bed and listed to 40 degrees. Two of the five men on the rig were slightly injured in the accident and although low water prevented the Arun from coming close, the D class was able to negotiate a narrow channel to get alongside as the rig listed further. However, in view of a hazardous drop between the rig's ladder and the lifeboat, an RAF helicopter eventually winched the men off.

photograph by courtesy of South Wales Echo





The injured man is airlifted from the mv Renee.

seven minutes later the station's 37ft 6in Rother class lifeboat *J Reginald Corah* was launched on service.

Weather conditions at the time of the launch were wind south west force 8-9, sea rough and visibility poor, reduced by spume and spray. High water was due at 1100.

The slipway was reasonably sheltered from the full force of the wind, but a heavy swell was sweeping across it. On launching, the lifeboat touched bottom and the swell knocked her bow off to port. Coxswain Victor Marsh was able to regain control immediately and course was set at 0600 Magnetic.

Passage to the casualty was made in very heavy seas with the lifeboat continually shipping water overall. At 0600 the lifeboat was 2.2 miles south east of Anvil Point and course was altered to 240° Magnetic and the *Renee* identified on radar at a distance of four miles. A VHF/DF fix was taken.

While steaming towards the casualty, the lifeboat fell heavily off a particularly steep sea, causing radar operator David Corben to injure his back. He was replaced by Second Coxswain Christopher Haw.

At 0647 *Renee* was sighted half a mile away, heading north east at two knots. Her captain requested Coxswain Marsh to check on his vessel's anchors, bringing her head to sea to enable this to be done. Their position was now approximately three miles south south west of Anvil Point where the south-westerly force 9 wind had created heavy seas and swells from the south west.

The tide was setting 074° True at one knot. Coxswain Marsh manoeuvred the lifeboat and confirmed that the *Renee*'s starboard anchor was secure. The lifeboat was then steamed around the vessel's stern, to check on the port anchor, which was found to have broken from its stowage, with the anchor cable clearly visible from the light of the lifeboat's searchlight, leading aft under great weight. The cox-

swain thought there was little chance of recovering the anchor under the prevailing conditions and advised the *Renee*'s captain to follow the lifeboat towards Swanage Bay until such time as the anchor held.

At 0722, after covering little more than a mile at two knots, the anchor brought up in a position two miles south south west of Anvil Point. The vessel was laying to her port anchor, heading in a south-westerly direction.

The captain of the mv requested lifeboat assistance to clear the anchor, as none of his crew was prepared to venture out on deck in the conditions.

The *Renee* was lying bow down with heavy seas continually sweeping over her side decks and shipping spray overall. The coxswain took the lifeboat along the *Renee*'s starboard side, with Second Coxswain Haw and Crew Member Martin Steeden standing by to make the transfer, but he considered it too rough to complete the manoeuvre successfully.

Instead, he took the lifeboat around the vessel's stern, through very rough, confused seas to run up on the port side.

Second Coxswain Haw and Crew Member Steeden were positioned forward ready to make the transfer. The remaining crew members were also on deck to assist, with the exception of David Corben, who had returned to his seat to operate the radar and radio.

The lifeboat's motion alongside was extremely lively, with a rise and fall estimated at between 10 to 15 feet. Heavy water was being shipped throughout and the force of the wind blown spray was painful on the faces of the crew.

During the first attempt to manoeuvre alongside the bow was knocked away. On the second attempt the lifeboat's motion was not synchronised with that of the casualty and, because of the danger of the lifeboat landing on the deck of the *Renee* this attempt was aborted.

At the third attempt, Crew Member Steeden managed to clamber aboard, but Second Coxswain Haw was left clinging to the outside of the gunwale. Coxswain Marsh immediately pulled astern but nevertheless the lifeboat came into contact with Christopher Haw's left leg as he hung perilously over the side of the coaster.

Fortunately the next wave washed him inboard. The side deck was awash to a height of two to three feet and Crew Member Steeden helped his second coxswain to the aft accommodation. The ship's first mate also came on deck to assist and Haw was placed in the captain's cabin feeling faint and in pain.

Having ascertained that his colleague was being looked after, Steeden and the first mate proceeded to the foc'sle head where he opened the hatchway to the chain locker and located the pin securing the end of the anchor cable.

A scaffold pole was used to slip the anchor cable and Coxswain Marsh then instructed the *Renee* to follow his course to Swanage Bay. Passage was made at approximately three knots. At 0749 the lifeboat requested an ambulance and doctor to attend to Second Coxswain Haw, but at 0820 Crew Member

Airlifted

Steeden reported that the injured lifeboatman was in severe pain, very cold and suffering from shock. He recommended that Haw be airlifted to hospital.

On the return passage the wind veered to north westerly force 10. The helicopter Rescue 174 from HMS *Daedalus* was requested to pick up the injured man and at 0853 he was airlifted from the *Renee* which was by now anchored in Swanage Bay. The helicopter landed close to Poole Hospital where he later recovered after treatment for severe bruising to his left leg.

Crew Member Steeden was transferred from the *Renee* to the lifeboat, once the airlift was completed and the lifeboat was rehoused and ready for service at 0912.

Crew Member David Corben suffered a severe jolt to his back which caused temporary pain during this service and all crew members suffered fatigue when the service was complete.

Following this service the thanks of the Institution inscribed on vellum has been accorded to Coxswain/Mechanic Victor Marsh and Emergency Mechanic Martin Steeden.

A letter of appreciation signed by the director, Lt Cdr Brian Miles, has been sent to Second Coxswain Christopher Haw, Emergency Mechanic David Corben and Crew Members Anthony Higgins, Nicholas Harris and Michael Marsh.

A letter of appreciation signed by the chief of operations, Captain George Cooper, was sent to the SAR helicopter crew before their squadron was disbanded on April 1, 1988.

South West Division

Family rescued

AT 2125 ON SATURDAY, JULY 11, 1987, Hartland Coastguard informed Clovelly lifeboat's Staff Coxswain Roger Smith that the 29ft yacht *Moon Dragon* required immediate assistance two miles west of Hartland Point.

At 2129 the 70ft Clyde class lifeboat *City of Bristol* slipped her moorings and proceeded at full speed. A Wessex helicopter from RAF Chivenor was also alerted, joining the search at 2145.

The casualty was located 4½ miles west of Hartland Point, the helicopter arriving there first and putting a winchman on board to enable the youngest person on the yacht, a five-year-old girl, to be lifted into the helicopter.

The pilot decided that it would be unsafe to winch any further personnel from *Moon Dragon* because of the violent movement of the boat and the danger of the yacht's rigging causing injury.

The casualty was lying bare poles, beam to the sea, bow west in the Hartland Race. Weather at the scene was hazy visibility, with dusk falling. The wind was west south west force 5. There was a moderate sea but with a swell of 25-30ft in the race. Waves were breaking on top of the swell and the tide was on the ebb, causing a wind-against-tide situation.

The lifeboat arrived on scene at 2207 and Coxswain Smith decided to use the D class inflatable lifeboat to evacuate the wife and remaining two children from the yacht, leaving the husband on board.

While the D class was being launched the coxswain lay to the south of the casualty to create a slight lee for the inflatable.

Helmsman Robert Carswell, accompanied by Crew Member Laurence Conibear, took the D class clear of the

lifeboat and alongside the starboard side of the casualty. The woman and two children were taken aboard and the D class returned to *City of Bristol*.

The survivors, in a state of distress and suffering from seasickness, were taken down below to keep warm and were made as comfortable as possible. The coxswain decided that it would be better if the yacht could be moored out of the race, rather than towed, in view of the prevailing sea conditions.

The D class returned for the casualty with Helmsman Carswell and Crew Members Conibear and Michael Bowden on board. On arrival alongside *Moon Dragon* Crew Member Bowden jumped aboard and the inflatable returned to the lifeboat.

The D class was then hoisted on board the *City of Bristol* and lashed down. Some damage was caused to the inflatable as she was recovered from the race.

On board the casualty Crew Member Bowden started the inboard diesel and helmed the yacht north-easterly, clear of the race. A course was then set to skirt the race to the north and then head for Clovelly. The lifeboat followed astern until the yacht was clear of the race. Then she headed for Clovelly, radioing ahead for an ambulance.

On arrival at Clovelly the three survivors were landed ashore to the waiting ambulance crew. The lifeboat then returned to the yacht to escort her to moorings at Clovelly, where Crew Member Bowden and the husband transferred from the casualty.

City of Bristol arrived back at her mooring at 0125 after a four hour service.

Following this difficult service a framed letter of thanks, signed by the chairman, the Duke of Atholl, has been awarded to Coxswain Roger Smith, Motor Mechanic John Spillane and Crew Members Michael Bowden, Laurence Conibear and Robert Carswell.

South East Division

French trawlermen saved

IN THE WAKE OF the hurricane which swept across South East England in the early hours of October 16, 1987, many of the boats berthed at Newhaven Harbour—ripped from their moorings in the 90-knot winds—had been blown up the river into the ferry berths.

Newhaven's 52ft Arun class lifeboat *Keith Anderson*, under the command of Coxswain Len Patten, was called upon that morning to assist with the clearing up operation and was in the midst of this task when, at 0930, Solent coastguard received a call from the French trawler *La Françoise*, reporting that she was disabled and sinking seven miles south-west of Newhaven.

The auxiliaries of Newhaven Coastguard who were on duty that morning had been forced to evacuate their lookout because the windows had all been blown in by the hurricane force winds. They were operating, instead, from their Land-Rover.

Communication between Solent Coastguards and the local unit were further hampered by the destruction of telephone wires and radio aerials along the coast, in the aftermath of the storm and so the message regarding *La Françoise* had to be relayed to Newhaven and shouted across the river to Coxswain Patten by one of the auxiliary coastguards.

Coxswain Patten immediately conferred by radio with Captain A Flint who was, on that date, deputy launching authority with operational control. At 0935 *Keith Anderson* was leaving Newhaven Harbour en route to the trawler's reported position.

The wind had by then moderated to south-westerly force 9-10, but the sea state outside the protection of the breakwater was very rough with a steep south-westerly swell of 10-12 ft in height. Frequent rain squalls and spray made visibility variable.

Using radar and the VHF/DF, *La Françoise* was located at a position of 220° True 5.6 miles from Newhaven Harbour entrance.

The lifeboat made her best possible speed in the rough seas pitching and rolling violently. Communications between the lifeboat and Solent Coastguard remained impossible and an added complication was the inability of the French trawlermen to speak English, or of the lifeboat crew to speak French.

This problem was overcome by station administration officer and DLA M Tubb (later appointed SHS), a fluent French speaker, who was with Coastguards in the Newhaven Coastguard Mobile on top of the cliffs to the west of the town and who acted as interpreter between lifeboat and casualty, using the Land-Rover's radio.



WHITSTABLE, October 27, 1987: the station's Atlantic 21 shepherds the yacht *Porta Coeli* into harbour after she had fired distress flares, drifting near the Spaniard buoy. She had suffered engine failure and her lone occupant had been in difficulties for some time before calling for help.

photograph by courtesy of Whitstable Times



Taken from the Newhaven lifeboat during her service to the French trawler *La Françoise*, these photographs show the severity of the seas faced by Coxswain Len Patten and his crew.

As the lifeboat reached the vicinity of the trawler at 1015, Mr Tubb established that there were five men on board *La Françoise* and that the violent motion of their vessel in the rough seas was filling them with apprehension.

The weather conditions at the position of the casualty were south-westerly wind force 9, gusting to force 11, a very rough sea and steep south-westerly swell estimated to be 15ft in height.

Coxswain Patten manoeuvred the lifeboat as close alongside the trawler as he dared and moved ahead of it up wind, to enable a tow line to be passed to the trawler using a heaving line.

However, this operation was complicated when the French seamen decided to rig a bridle for the towline, the entire operation taking some 30 minutes.

During this period Coxswain Patten skilfully held the lifeboat in position ahead of the casualty, while his crew had to ensure that the towline did not have any slack in the water nor that it was pulled taut by the motion. This operation required great skill and patience by the lifeboat coxswain and crew.

During the subsequent tow back to Newhaven Harbour, made difficult by the following seas, the trawler was continually yawing. At the harbour entrance very rough seas were experienced but, once the shelter of the breakwater was gained, it was possible to shorten the tow and bring the trawler to safety.

Once moored, a pump was obtained to enable *La Françoise* to stay afloat so that she could be repaired. Keith Anderson returned to her station at 1305.

(Note: **Shoreham Harbour's** 47ft Watson class lifeboat *Sarah Jane* and *James Season* also launched to the assistance of *La Françoise* but returned to station once it had been ascertained that Newhaven lifeboat was in sight of the casualty.)

Following this service, Coxswain Leonard Patten, who has since retired, has been awarded a framed letter of thanks signed by the chairman of the Institution, the Duke of Atholl. A letter of commendation from the director, Lt Cdr Brian Miles, has gone to Second Coxswain Alan Boyle, Motor Mechanic Michael Beach and Crew Members

Christopher Bird, Phillip Corzi, Nicholas Gentry and Ian Johns, and to the station honorary secretary M Tubb a letter of appreciation from the chief of operations, Captain George Cooper.

South East Division

Launch team praised

THE STORMS which battered the south east coast of England last autumn left **Eastbourne** lifeboat station behind a three foot high sandbank, 30ft in length.

At 1913 on November 1, 1988, Coxswain Graham Cole received a message from Second Coxswain David Corke and from Dover Coastguard that two boats, each with two youths on board, had been reported missing by a parent.

The Coastguard was reminded that the station's 37ft 6in Rother class lifeboat *Duke of Kent* was off service because of the beach conditions, but that every effort would be made to launch.

Head Launcher Anthony Walker quickly organised his team of 20 helpers to shovel the bank to clear a path for the lifeboat to be launched from its skids.

The sea was calm and the tide was full and at 1933, helped by the launch crew, the lifeboat made a successful clearance of the bank and proceeded to search for the missing boats. Within minutes of the launch the lifeboat was recalled by Dover Coastguard, the missing boats having landed ashore safely. There had been a delay in the youths informing

their parents of their safe return while they tried to find a public telephone which had not been vandalised. Following this service, a letter congratulating Head Launcher Anthony Walker and his volunteers for their first class job in successfully launching the lifeboat was sent to the station by the then deputy director/chief of operations Lt Cdr Brian Miles.

South East Division

Norwegian yacht aground

IN THE EARLY HOURS of Saturday, June 20, 1987, **Ramsgate's** 44ft Waveney class lifeboat *Ralph and Joy Swann* launched in response to a message from Dover Coastguard MRCC that red flares and a MAYDAY signal had been issued by the Norwegian yacht *Notus*, aground on the Goodwin Sands.

As the lifeboat launched at 0022 the wind was north-north-easterly, force 4-5 with a moderate sea. Visibility was fair but poor in rain squalls. High water was at 0628.

Second Coxswain Derek Pegden, in command of *Ralph and Joy Swann*, located the stricken yacht on the Goodwin Sands and requested the assistance of Ramsgate's Atlantic 21 rigid inflatable lifeboat, *Ramsgate Enterprise*.

The latter launched at 0105 in similar weather conditions, carrying Coxswain

LERWICK, January 4, 1988: when the Danish fishing vessel *Setubal* fouled her propeller on her own nets 65 miles east of Lerwick, no other vessel in the vicinity was available to take her in tow. Lerwick lifeboat launched at 1602, made the long passage in a force 5 easterly, passed a tow at 1955 and is seen here returning to Lerwick with casualty at 0540 the next morning.

photograph by courtesy of
Aberdeen Press and
Journal



Ron Cannon, Helmsman Alan Bray and Crew Members Timothy Hurst, Stephen Mitchell and Michael Petts on board.

The four mile passage to the casualty was made at full speed and, on arrival, the Waveney class lifeboat was found to be standing off approximately a half a mile from the stricken yacht *Notus*.

Coxswain Cannon transferred to the *Ralph and Joy Swann* and assumed command. Crew Member Petts joined him on board the larger lifeboat, leaving Messrs Bray, Hurst and Mitchell to man the Atlantic 21.

Coxswain Cannon closed the lifeboat to within 300 yards of the casualty before lack of water prevented him approaching any nearer. Illuminating parachute flares were fired which showed the 40ft Norwegian yacht drawing 6½ feet, hard aground, lying over on her port side and heading in a north north westerly direction. The five persons aboard the yacht were clearly visible.

Weather conditions had deteriorated by this time, approximately 0150. The wind had freshened to north easterly 6 to 7, creating high seas in the vicinity of



Coxswain Ron Cannon.

the Sands which run in a north east to south west direction at this point. The tide was flooding and setting south south west at two knots.

Coxswain Cannon instructed the helmsman of the Atlantic 21 to pass a towline to the casualty. This was a difficult and hazardous operation as the tide and sea conditions caused the 3½ inch nylon towline to lay down tide and wind. Nevertheless the tow line was passed successfully but the crew of the yacht prematurely released the heaving line, used to assist the operation, and the line was lost. In ensuring the tow line was, this time, correctly made fast to the port bow of the yacht the Atlantic 21 touched bottom and was driven on to the sands in the prevailing conditions. Crew members Hurst and Mitchell entered the water and managed, after great exertion, to push the boat into deeper water. This allowed Helmsman Bray to engage engines and to steam the boat clear of the surfline.

With the towline fast Coxswain Cannon slowly took up the weight of the line and maintained a heading of 020° Magnetic to ensure the yacht was not

driven any further on to the Sands. This position was held for approximately 50 minutes during which time the estimated height of sea was eight feet and the main and well decks were constantly awash. The Atlantic 21 stood by throughout this period.

At 0250 the yacht began to roll heavily and engine revolutions were increased aboard the lifeboat until forward headway was gradually achieved and the yacht came clear of the Sands at 0305. Radio contact had been maintained throughout this operation and once it was confirmed all was well aboard the yacht the tow to Ramsgate was commenced.

The return passage to Ramsgate was undertaken at six knots and arrival at Ramsgate occurred at 0350. The Atlantic 21 had escorted both boats until it was established that no difficulties had arisen before setting course for Ramsgate and arriving at 0329.

Following this service letters of thanks signed by the director, Lt Cdr Brian Miles, were sent to Helmsman Alan Bray and the crew of Ramsgate's Atlantic 21 lifeboat and also to Coxswain Ron Cannon and the crew of the station's 44ft Waveney class lifeboat *Ralph and Joy Swann*.

South East Division

Man overboard

DUNGENESS lifeboat's Emergency Mechanic David Tart was fishing at sea on Wednesday, January 13, 1988 when he observed that a crew member had fallen overboard from the fishing vessel *Storm Boy*, and that the boat's skipper was unaware of the incident.

The man in the water was wearing a one-piece suit which was filling rapidly with water. David Tart went immediately to his assistance and threw him a lifeline.

In a letter from the RNLI's chief of operations, Captain George Cooper, he congratulated the Dungeness lifeboatman on putting his training to the fore when most needed, resulting in the saving of the man's life.

East Division

Cut off by the tide

DURING THE AFTERNOON of Sunday, January 3, 1988 the station honorary secretary of *Staithe and Runswick* was informed by a member of the public that four adults and two boys were cut off by the tide a few yards from the lifeboathouse.

At 1500, three of the lifeboat crew, Helmsman Stewart Porritt and Crew Members Kevin Riley and David Archer went to their assistance. Riley and Archer donning dry suits before wading out to join those marooned

while Porritt launched a small rowing boat and proceeded to the scene.

The crew members carried the two boys through waist-deep water to the safety of Cowbar Breakwater before assisting the two adults into the rowing boat, which was then hauled back to shore by a rope. In a letter of appreciation to the station, Captain George Cooper, chief of operations, commended the three lifeboatmen for their prompt response to what could have turned into a dangerous situation.

West Division

Barefoot in the mud

AT 1945 ON TUESDAY, SEPTEMBER 1, 1987, two nine-year-old boys were seen by the station honorary secretary and motor mechanic at *Lytham St Annes* lifeboat station, taking a punt across the River Ribble to the opposite bank, where they were observed walking on the sands.

It was decided to inform the local coastguard auxiliary, who relayed the message to Liverpool Coastguard MRSC and at 1957 a request was received to launch the station's D class inflatable lifeboat to retrieve the two children before it got dark.

When the lifeboat reached the south side of the river the children ran away. The D class returned to the jetty opposite the boathouse to pick up additional crew members as the light was failing rapidly.

Emergency Mechanic Paul Sumner volunteered to chase after the children, who were heading across dangerous mudflats towards Southport.

He was ferried across to the opposite bank by the D class lifeboat and ran for two miles barefoot before finding the two boys lost in the dark, frightened and crying.

The children were taken back to Lytham and handed into the care of the police who took them to their respective homes.

Following this service a letter of commendation signed by the chief of operations, Captain George Cooper, has been sent to Emergency Mechanic Paul Sumner.

West Division

Three stranded

A MEMBER OF THE PUBLIC dialled 999 at 1937 on Thursday, September 3, 1987 to alert Milford Haven Coastguard to two boats in heavy surf off Broad Haven, moving towards Goulthrop Roads.

A RAF Sea King helicopter, on exercise in the area, was diverted to investigate and the Broad Haven auxiliary coastguard was also sent to observe.

The helicopter reported that one craft was at anchor and the other was

returning to Little Haven. The auxiliary coastguard said he believed the craft were safe.

However, at 2029, with darkness closing in and still no sign of the boat, **Little and Broad Haven** station honorary secretary, Mr J M Phillips, who had been told by coastguards of the initial alarm, expressed concern for the safety of the three men believed to be on board the craft, especially after hearing of a light observed coming from the rocky beach at Goulthrop.

The station's 16ft D class inflatable lifeboat was launched immediately with Helmsman Chris Williamson and Crew Members Peter Lewis and Ian Whitby on board. There was a strong southeasterly wind, force 5-6, moderate sea and 4-5ft swell.

Visibility was good with some moonlight and, on arrival at Goulthrop, the crew fired two parachute flares to illuminate the area.

Further illumination was provided by the searchlight of the RAF helicopter,



Little and Broad Haven lifeboat.

which had returned to assist the lifeboat and the three men were recovered from the rocks by the D class and taken through the heavy surf to Little Haven beach.

It was established that the three men had intended moving a large powerboat belonging to one of them from its moorings off Little Haven beach to the more sheltered anchorage at Goulthrop Roads, returning to Little Haven in a 12ft dinghy.

Having decided not to attempt the return because of adverse sea conditions, two of the men were landed on the rocks while the dinghy owner moored his boat and swam fully clothed to rejoin them.

It was then their intention to climb a little used and overgrown footpath to the clifftop—a difficult enough task in daylight.

A letter of appreciation signed by the chief of operations, Captain George Cooper, has been sent to the station, congratulating those involved for completing a first class service, in close co-operation with other rescue services and praising in particular Helmsman Chris Williamson for his handling of the lifeboat in the surf, in darkness and a boulder-strewn beach.



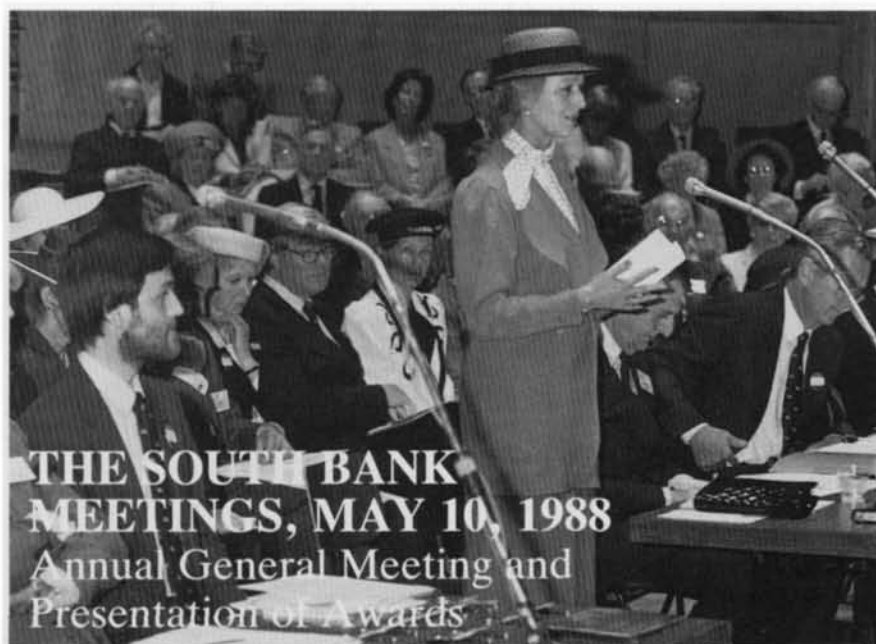
BRIDLINGTON, February 1, 1988: a southerly gale to strong gale force 9 and the trawler *Diana* with three men aboard had been dodging the seas off Flamborough Head since the early hours of the morning. At 1530 the coastguard reported that she was preparing to enter Bridlington harbour. Seas were very confused with a rise and fall of eight foot at the harbour mouth. Bridlington's 37ft Oakley, *William Henry* and *Mary King* launched from her carriage into heavy shore breakers and set a course to meet up with *Diana* a mile east of the harbour. She then began to escort her into harbour through very confused breaking seas as the photograph shows. The harbour piers were manned by a coastguard rocket line team. By 1600 the trawler was safely inside harbour. The lifeboat used her drogue both entering harbour and on returning to the beach. During this last difficult manoeuvre the heavy breaking seas swilled the lifeboat on to the launching tractor causing some minor damage.

**WHEN YOU HAVE READ YOUR
COPY OF *THE LIFEBOAT*
PASS IT ON.**



PORTPATRICK, January 8, 1988: with her propeller fouled by her fishing gear, *MV Dumnonia* was drifting on to a lee shore, four miles away in a force 8 gale and in darkness. Portpatrick's 48ft 6in Solent class lifeboat *Douglas Currie* launched at 0605 and twenty minutes later in very rough seas and 15 ft swell succeeded in passing a tow. After 35 minutes of towing towards Cairnryan, Donaghadee's 52ft Arun *City of Belfast*, arrived on scene. As the tow line was continually parting and having to be reconnected, the two lifeboats assisted each other and took turns at towing the casualty. The picture shows the safe arrival of *Dumnonia* at Cairnryan after the arduous 18-mile, 9½ hour tow with Donaghadee lifeboat forward and Portpatrick with another line attached astern. Throughout the service manoeuvring had been difficult as the trawler's rudder was also jammed.

photograph by courtesy of *Glasgow Herald*



Each year, as supporters of the RNLI make their way home from the Institution's annual meeting and presentation of awards, there is a feeling that surely the achievements of that year cannot be bettered.

Yet, each year the Institution moves forward and at each annual meeting the chairman, the Duke of Atholl, is able to report on 12 months of progress on all fronts—seaborne activities, fund raising, new lifeboat developments and cost-saving measures by the RNLI's administrators.

The 1988 annual meeting proved to be no exception. The well attended meeting of governors in the Queen Elizabeth Hall on the South Bank on the morning of Tuesday, May 10 heard the chairman report that lifeboats had launched 3,706 times in 1987, saving 1,474 lives.

More than ever before was spent on new lifeboats and equipment, fund raisers' efforts produced a 13 per cent increase in receipts over the previous year while administration and fundraising costs had once again fallen as a proportion of the whole. Legacy income had increased by £5 million, he revealed to the governors.

The Chairman's Speech

"I would like you to imagine for a moment, that the Institution was not the third largest charity in the country, but an important, publicly quoted company of which you were shareholders.

You would, in those circumstances, be expecting me to say something about our company's achievements in the past year, to comment on our annual turnover and to explain our investment plans for the future. I should probably have some remarks to make about the Stock Exchange's Black Monday, some observations on the Chancellor of the Exchequer's Budget decisions and I might even allude to the great storm which swept the south east of England last October—particularly if our company included insurance among its interests.

On all these topics, as chairman of the

RNLI, I will indeed have something to say. However, if any of you here this morning are expecting me to announce some lucrative dividend on your share of the Institution's fortunes, then I recommend you to look elsewhere. The only return I can offer you on your investment, and it is not a bad one at that, is that 1,474 people are alive today because of what the lifeboat service achieved in 1987.

If the lifeboat crews did not, year in, year out, live up to the high standards they set themselves, all else he would have to report would have a hollow ring to it, said the chairman.

Hurricane

"On a night in the south east when scarcely a man dared set foot outside his front door during the infamous October hurricane, 13 lifeboat crews were putting to sea on service. This afternoon, we will hear exactly how Dover, Sheerness and Weymouth lifeboats, not only came through their encounter with the great storm, but also brought back survivors. I am delighted, too, that in this, the 25th year of the inflatable lifeboat, two D class helmsmen from Blackpool will be receiving recognition. Their search for survivors in ten foot seas on the edge of the surf line demonstrated admirably the worth of these small lifeboats and the skill and determination of their crews. Since 1963, over 15,000 people have had the RNLI's inflatable and rigid inflatable lifeboats to thank for their survival. While we are in the realm of statistics, you will be interested to hear that our lifeboats launched 3,706 times on service last year. This was our third busiest peacetime year. It is worth noting that 1987 saw a 27 per cent increase in lifeboat services rendered to the commercial sector compared to 1986, and an 80 per cent increase compared to the figure of ten years ago."

Although lifeboats responded most frequently to pleasure craft in 1987, the figures showed that the RNLI continues to give valuable service to those who earn their living from the sea, as well as those who use it for recreation, he said. Launches to windsurfers were down for the second successive year, suggesting

that possibly the sport was beginning to come to terms with the business of self-preservation.

"The growing complexities of running modern lifeboats and our modern service are experienced no more keenly than at lifeboat stations themselves. Our operations staff recognise that there is now so much with which to become acquainted and to this end they have extended the training available to personnel."

New Lifeboat

The chairman stressed the importance of close co-operation between headquarters and the coast, particularly in the development of a new class of lifeboat and said he was delighted to announce that the prototype fast carriage boat had now proved herself as a lifeboat to the satisfaction of the Institution's technicians, operational staff and, most importantly, those lifeboatmen who have taken her to sea during her trials.

She has toured the east and west coasts of England and Wales and has performed admirably in extreme weather, including an outing in seas whipped by last October's hurricane, he said. Her next assignment would be a period of extensive evaluation in a station rôle at Hastings. Meanwhile, another aluminium hulled version, modified from the prototype, together with a third boat of the class, built with a fibre reinforced plastic hull, are in the water and undergoing parallel trials.

During the year four Arun and nine Tyne class lifeboats were completed and entered service, providing a substantial amount of work for British and Irish boatyards. Orders for ten new all-weather lifeboats were placed in the year to maintain the momentum of the current boat building programme, which will be further boosted once the FCB goes into full production.

Inflatable Lifeboats

"Building figures are just as impressive for inflatable and rigid inflatable lifeboats. Three new Atlantic 21s, two C class and twenty-one D class were completed last year and work began on twenty-nine more lifeboats of these three classes. And, of course, research and development is constantly in progress in the field of lifeboats under ten metres. With a view to providing better crew protection and more equipment, the staff at our Cowes base have been looking into a second generation of larger rigid inflatable lifeboats.

Our design team are also now in a position to re-direct their attention to the Medina project. With the emergence of the fast carriage lifeboat, we are able more precisely to pinpoint our requirements for a large rigid hulled inflatable. In the light of earlier lessons learned and through collaboration with our Dutch and Canadian colleagues, a conceptual study is now under way on the revised design of an all-weather Medina to suit our future requirements."

Three new launching tractors were allocated during 1987, two slipway stations were installed with hydraulic winches and work began on the construction of a prototype watertight wheeled towing vehicle for launching and recovering lifeboats under ten metres.

The RNLI's lifeboat fleet of boats over ten metres is being fitted with multichannel VHF equipment and 60 such sets were installed during the year. In addition, 130 stations have now been equipped with bleeper call-out systems.

"I hope you can begin to see that the hardware of the RNLI is not exclusively lifeboats. Donors and fund raisers who are able to fund whole lifeboats are, of course, of extreme value to the Institution. But so, too, are those who make other items of equipment their goal. Paying for a launching tractor or a radar set or an item of lifeboatman's protective clothing is providing something just as essential."

During 1987 the RNLI's capital spend was £10.7 million, which represents over 36 per cent of total expenditure, the highest proportion ever shown.

Costs contained

"This is a very healthy sign. It means, so long as we continue to spend our money judiciously on equipment which is put to good use, that we are doing our utmost to use contributors' money on keeping the lifeboat service bang up to date... It is encouraging that for yet another year, administration and fund raising costs, the two slices of the fund raising cake upon which everyone keeps a weather eye, have yet further diminished as a percentage of the whole."

Despite the post Black Monday vagaries of the Stock Exchange, the RNLI's investment income once again more than covered the Institution's administration expenditure and, overall, another successful year in 1987 allowed income to exceed expenditure with £3.7 million being transferred to the free reserves, currently representing 40 weeks' running costs of the service.

"The direct results of our fund raisers' efforts have shown an encouraging increase of 13 per cent over the previous year, but it is legacies, the more delayed fruits of their labours, which have once again guaranteed our financial well being. I should here introduce a note of caution, however. Although legacy income rose from £17 million in 1986 to nearly £22 million in 1987, the actual number of wills including the RNLI remained the same as the previous year. This levelling out follows a period of years when the quantity of wills in our favour increased steadily. I ought also to point out that 1987 saw our largest ever single bequest of almost £4 million."

We are also very grateful for the legacy which has helped to fund the Tyne class lifeboat soon to go on station at Douglas, Isle of Man, enabling the Institution to name the boat after the RNLI's founder, Sir William Hillary, one of Douglas's most famous inhabitants. And while on the subject of historic names, may I take this opportunity to remind you that we are currently campaigning to raise money for a new lifeboat at North Sunderland to bear the name Grace Darling in this, the 150th anniversary of her famous rescue."

New directorate

Reporting on the success of the 15th International Lifeboat Conference at La Coruna, Spain last June, the chairman welcomed to the meeting Mr Ole

Friele, chairman and Admiral Gustav Steimler, director of the Norwegian lifeboat service, which will be hosting the 1991 conference.

The Duke referred with sadness to the death in February of his predecessor as chairman, Major General Ralph Farrant and asked those present also to remember Lieutenant Commander the Honourable Greville Howard, a life vice-president, who died in September 1987.

New members of the committee of management were welcomed, together with the Institution's new director and deputy director, Lt Cmdr Brian Miles and Mr Ray Kipling, whose appointments followed the retirement in December last year of Rear Admiral W J Graham, director for more than eight years.

PRESENTATION OF AWARDS

The usual air of expectancy filled the Royal Festival Hall for the afternoon presentation of awards, when HRH Princess Alexandra was the guest of honour. With 11 lifeboatmen waiting to receive medals for acts of gallantry during 1987, it was appropriate that the chairman of the RNLI, the Duke of Atholl, should stress in his opening address the importance of the Institution's principal purpose, the saving of life at sea.

"I sometimes view the RNLI as a pyramid. Its broad base represents you the branches and guilds who raised the funds so effectively. Then as the structure narrows towards the top we see the 203 lifeboat stations and all the people associated with them. Finally, at the tip we have the single aim towards which we all work: the saving of life at sea. If the ancient pyramids of Egypt are anything to go by, it is a very sound structure and one which will take some shifting."

The hurricane which hit the south coast last October had a fair attempt at providing the force required. When the Dover lifeboat slipped her mooring that night, 50 ton stone blocks were being torn from the harbour breakwaters and winds of force 16 and 17 were being recorded. We are privileged to have with us this afternoon the crew of that lifeboat together with the coxswains of Sheerness and Weymouth lifeboats who also braved the great storm and came back with survivors.

Two other men are shortly to receive gallantry medals. They are Helmsman Keith Horrocks and Philip Denham of Blackpool who took command of the town's two D class inflatable lifeboats in January this year to search for survivors in ten foot waves off the beach. This service was an exceptional example of the work our inflatable lifeboats have been undertaking since they were first introduced 25 years ago. In that time over 15,000 lives have been saved by these craft or, to put it another way, the equivalent of five times the number of people in this hall."

The 1,474 lives saved during 1987 represented four lives saved daily throughout the year, he said.



"Four people who would otherwise be dead, leaving families, friends and work-mates to grieve. It is the most important figure I can give you this afternoon, the most heartening and a wonderful tribute to every lifeboat crew member."

The programme of new lifeboat building outlined at the annual meeting together with the untiring efforts of fund raisers and the marvellous support from trusts, individual donors and legacies, which had helped to achieve an income of more than £34 million for the year, meant that the RNLI remained in good shape, he said. However, the chairman did add a note of caution.

"We are heavily dependent on legacies and indeed, last year, received our largest ever single bequest of almost £4 million. However, the number of legacies received by the RNLI has levelled out and we must redouble our efforts in other fields of fund raising to ensure a healthy future."

During 1987 the Institution had been able to maintain its high level of expenditure on new lifeboats and new equipment, largely due to supporters' generosity and the hard work of volunteer fund raisers.

"One new Tyne class lifeboat which is currently under construction and destined for our relief fleet is, I hope, going to be of particular interest to the majority of people here today. She is the boat towards which the remarkable £287,000 raised by the Volvo car draws will go and which will bear the name Voluntary Worker. The name is in honour of our volunteers, particularly the fund raisers on whom the lifeboat service depends. As you follow her fortunes round the coast, I hope you will be reminded of how much your efforts are appreciated."

The chairman reminded those present that as well as 1988 being the 25th anniversary of inflatable lifeboats, it also marked the 150th year since Grace



Medallists: (l to r) Helmsmen Keith Horrocks and Philip Denham, Blackpool; Coxswain Robin Castle, Sheerness; Coxswain Derek Sargent, Weymouth; Acting Coxswain Roy Couzens, Acting Assistant Mechanic/Emergency Coxswain Michael Abbott, Crew Members Geoffrey Buckland, Dominic McHugh, Christopher Ryan, Robert Bruce and Eric Tanner, Dover.

Darling's famous rescue off the Northumberland coast.

"We are hoping that her story will inspire many people all over the country, particularly young people, to raise extra funds for a new lifeboat for North Sunderland, close to the Farne Islands where her rescue took place.

One way of finding out how far we have come since Grace Darling's time is to pay a visit to the RNLI headquarters during this year's open days on July 29 and 30. A further opportunity presents itself a week earlier on July 23 when the base at Cowes on the Isle of Wight opens its doors to the public for the first time. I know that our new director, Cdr Brian Miles and his staff will do their utmost to make you welcome on both occasions."

Finally, in welcoming the Institution's guest of honour, the Duke commented:

"I do not believe we could have a more welcome member of the Royal Family to present the awards. Although this is the first time you have joined us in the Royal Festival Hall, your Highness, you are no stranger to the RNLI. We are delighted to have you as our guest."

Before presenting the awards, Princess Alexandra commented on how pleased she was to join this annual gathering . . .

"... when it is customary to pay special tribute to those members of the Royal National Lifeboat Institution whose achievements during the year have been particularly outstanding.

Our country has very good cause to be proud of the work of the RNLI, and everyone applauds the bravery and selfless devotion to duty of the gallant lifeboat crews who never fail to answer a call for help from a ship in distress. Nonetheless, it should never be forgotten that it is only because of the tireless efforts of a great band of loyal supporters that they can continue to carry out their vital humanitarian work.

The RNLI is indeed a unique institution, made up of so many people, each playing a different rôle, but all working with the single aim of saving life at sea."

She then made the following presentations:

Coxswain/Mechanic Robin Castle, Sheerness, bronze medal

During the infamous hurricane which hit southern England on October 16, 1987, the Sheerness Waveney class lifeboat *Helen Turnbull* rescued two anglers. The coxswain steered the lifeboat through 25 foot waves and 90 knot winds to reach the anglers' boat which was anchored and slowly sinking in shallow water. The survivors were hauled aboard and as the lifeboat manoeuvred clear a strong gust caught her and her stern was driven aground. For nearly 11 hours the lifeboat remained stranded until the next tide refloated her and she was able to return to station. (Full report, page 225, THE LIFEBOAT, Winter 1987/88.)

Coxswain/Mechanic Derek Sargent, Weymouth, bronze medal

On October 16, 1987, the radio operator on board the catamaran *Sunbeam Chaser* requested that five members of the crew be taken off. The 54ft Arun class lifeboat *Tony Vandervell* forged through a storm force 10 to reach the catamaran, suffering minor damage on the way. Coxswain Sargent made two runs alongside the corkscrewing catamaran to rescue the five crew. The skipper, who would not acknowledge the lifeboat, veered away every time she approached but the lifeboat finally succeeded in taking off the crew. (Full report, page 263, THE LIFEBOAT, Spring 1988.)

Helmsman Keith Horrocks, Blackpool, bronze medal; Helmsman Philip Denham, Blackpool, bronze medal

On January 6, 1988, Blackpool's two 16ft D class inflatable lifeboats were called out to assist a small vessel which had fired a flare and another which had capsized in violently broken seas. Conditions were at the limit of both lifeboats' operating capability and one man, found floating face down, was resuscitated but was dead on arrival at hospital. Another was rescued from the craft which was about to capsize in the surf and both lifeboats searched in atrocious conditions for a third man. (Full report, page 297, in this issue.)

Acting Coxswain Roy Couzens, Dover, silver medal; Acting Assistant Mechanic/Emergency Coxswain Michael Abbott, Crew Members Geoffrey Buckland, Dominic McHugh, Christopher Ryan, Robert Bruce, Eric Tanner, bronze medals

On October 16, 1987, the 50ft Thames class lifeboat *Rotary Service* launched into 20ft waves and winds registering force 16-17 to rescue three crew members from the sinking cargo ship *Sumnia*, which had been driven against the Admiralty Pier and was pinned against the western end of the southern breakwater. Acting Coxswain Roy Couzens took the lifeboat very close to the breakwater to rescue two men who had been washed overboard. The vessel began to sink and the lifeboat searched for the other four crew members with huge seas engulfing her. At one stage the lifeboat fell off a 60ft wave and the acting coxswain was thrown heavily against the controls. A further survivor was rescued from the water and resuscitated. The acting coxswain became ill, later suffering a heart attack and the emergency coxswain took over. (Full report, page 261, THE LIFEBOAT, Spring 1988.)

Honorary Life Governor

Mr F C Seager, MBE

Founder member of Reigate and Redhill branch 1953, chairman 1957 to 1982, president since 1982; awarded statuette 1968, silver badge 1973, gold badge 1982.

Bar to Gold Badge

Colonel G A Jackson, OBE, TD, DL

Honorary treasurer Angle branch 1956 to 1987, chairman since 1986; awarded silver badge 1969, gold badge 1981.

Gold Badge

Mrs E Meadowcroft

Honorary secretary Haydock branch since 1962; awarded silver badge 1974.

Mrs J R MacArthur

Honorary secretary Upton Ladies' Lifeboat Guild since 1961, collector since 1952; awarded silver badge 1976.

Mrs C W M Wright

Honorary secretary West Derby Ladies' Lifeboat Guild since 1962; awarded silver badge 1973.

Mrs D Kirksop
Chairman Cullercoats and Whitley Bay Ladies' Lifeboat Guild since 1964; awarded silver badge 1977.

Mrs M J Cochrane
Honorary treasurer Selby Ladies' Lifeboat Guild since 1963; awarded silver badge 1976.

Mrs M Joice
Honorary secretary Old Fakenham branch 1955 to 1979, honorary secretary Dereham and District branch 1979 to 1980, president since 1980; awarded silver badge 1966.

Mrs M Berry
Committee member Falmouth Ladies' Lifeboat Guild 1959 to 1961, honorary secretary 1961 to 1973, chairman since 1973; awarded silver badge 1973.

Mrs J Daniel
Committee member St Ives Ladies' Lifeboat Guild 1948 to 1967, honorary secretary 1967 to 1982, chairman since 1982; awarded silver badge 1974.

Lt Col G P D Pease, RM, (Rtd)
Chairman Slough branch 1962 to 1973, chairman and flag week organiser Pangbourne branch since 1974; awarded silver badge 1977.

Lady Tollemache
Honorary secretary Petersfield branch 1968 to 1971, chairman 1971 to 1974, president since 1974; awarded statuette 1977.

Mrs A Smart
Lifeboat week organiser and public relations officer Crouch End branch 1963 to 1969, committee member Hornsey branch 1963 to 1969, honorary secretary 1969 to 1979, honorary secretary Totteridge branch 1979 to 1983, committee member Tenterden branch 1984 to 1985, honorary secretary Biddenden, Headcorn and district branch since 1985; awarded silver badge 1976.

Mr R Hayes
Chairman of Seaford branch since 1962; awarded silver badge 1976.

Mrs M Wood
Souvenir and gift secretary Selsey and District branch since 1956; awarded silver badge 1972.

Mrs J Kenney
Chairman of Hornsey branch 1967 to 1976, honorary treasurer Totteridge branch since 1978; awarded silver badge 1976.

Mr G G P Gardiner
Honorary treasurer Helensburgh guild and financial branch 1952 to 1965, honorary treasurer guild and station branch 1965 to 1986; awarded statuette 1968, silver badge 1982.

Dr R M Yule
Chairman of Silloth branch since 1963, honorary medical advisor 1967 to 1986.

Dr R Carr MB, BS, DOBst, RCOC, DCH, FRCCP
Honorary secretary Blyth station branch since 1967, honorary medical advisor since 1965; awarded barometer 1979.

Mr W D Stoney
Honorary secretary Mablethorpe station branch since 1965; awarded binoculars 1980.

Mr K Middlemiss
Honorary secretary Tynemouth station branch since 1964; awarded binoculars 1978.

Mr A G L Hardy
Assistant honorary secretary Swanage branch 1959 to 1971, deputy launching authority 1971 to 1986, station honorary secretary since 1986; awarded silver badge 1978.

The following awardees were unable to attend at the Royal Festival Hall, but will receive their awards locally:

Honorary Life Governor

Miss V Hooper
Committee member Barmouth Ladies' Lifeboat Guild 1948 to 1952 and 1968 to 1972, assistant honorary secretary 1952 to 1955, honorary secretary 1955 to 1968, president since 1972; awarded silver badge 1963, gold badge 1976, bar to gold badge 1982.

Bar to Gold Badge

Mrs I Griffiths
Vice president of St David's Ladies' Lifeboat Guild 1957 to 1980, president since 1980; awarded silver badge 1965, gold badge 1983.

Gold Badge

Captain J F Kersley
Honorary secretary Queensferry station branch since 1967; awarded binoculars 1978.

In proposing a vote of thanks to the Princess, broadcaster Mr Raymond Baxter, a vice president of the Institution and chairman of the public relations committee, recalled an incident earlier in the afternoon when the public address system had relayed the noise of an electronic bleeper during the Duke of Atholl's address.

"Life, they say, is full of its little uncertainties and that is as true of life in the RNLI as it is anywhere, as you chairman were reminded at the start of these proceedings when you were interrupted by a bleeper. You are by no means the first person in this hall, Sir, to have been interrupted by a bleeper, and I have no doubt that you will not be the last. I can imagine no accident more relevant to the uncertainties of life in the RNLI.

The station honorary secretary, for example, can never be certain when he authorises a launch, just how long the boat will be at sea, and therefore the coxswain's wife can never be certain whether to put his abandoned lunch back into the oven or give it to the cat!



A vote of thanks from Raymond Baxter.

The chief technical officer, even, can never be certain just how fast a new lifeboat will go until she has been timed at sea. And even the chairman of the finance committee cannot be certain just what the Stock Exchange will be up to next week, although if you look at our investment figures you will agree that his guess is better than most.

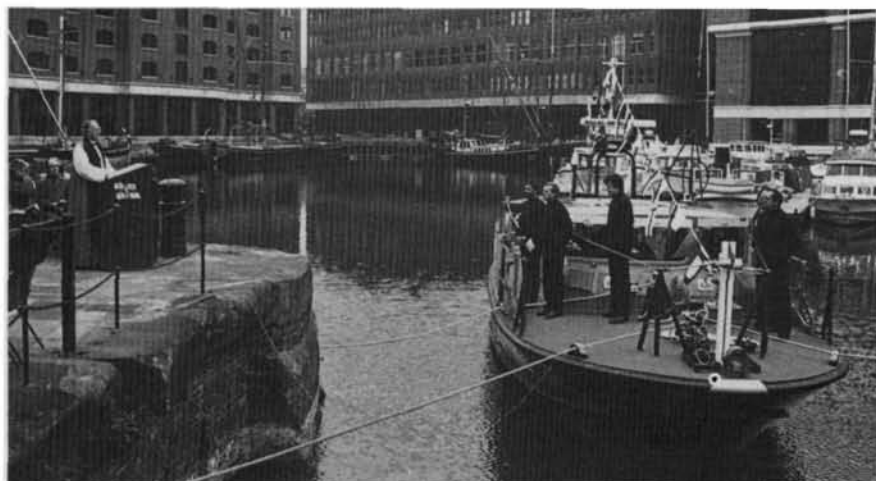
Indeed, the only person in the whole of the RNLI who at this moment can be absolutely certain of something is myself. And I say that in all humility because the certainty of which I am so confident is that the motion which it is my privilege to put to this meeting will be carried nem con and with acclaim. Quite simply, it is something which everybody here would like to say for themselves and that is, thank you, Your Royal Highness, for gracing us with your presence here this afternoon.

I know I speak for us all when I assure you how much the Institution appreciates the continuous and unfailing support of members of the Royal Family which we have enjoyed since the granting of our first Royal Charter more than 160 years ago. But even that is something which we must never ever take for granted. Today, as you have heard, we can look back on a year of which the RNLI as a whole may be proud. Your presence, your delightful address and the charming manner with which you presented our awards have crowned that year and we are truly grateful. But let no one take for granted the automatic continuation of that successful year. We live in times of dramatic change, not only in technology and the economy, but in policies and attitudes, and a vast range of aspects, all of which are relevant to our RNLI affairs.

New challenges must be met and difficult decisions made as we were reminded at the governors meeting this morning. Whether we like it or not an element of keen professional competition has entered the realms of charity and since, to use the time honoured phrase, we are supported entirely by voluntary contribution, we must ensure our ability and renew our determination to retain our proud and unique position, and to be worthy of it in every way. And that is why, Your Royal Highness, your support and that of so many members of your family is to us, as it always has been, quite simply and quite literally beyond price."



CEREMONIES



London, April 14, 1988

The launch of an appeal to churches of all denominations in 1984 culminated in an historic ceremony at St Katharine Dock, London on Thursday, April 14, when the Most Reverend and Right Honourable Robert Runcie, MC, DD Lord Archbishop of Canterbury, named a new 47ft Tyne class lifeboat *Good Shepherd*.

The cost of the £537,000 lifeboat was met from the proceeds of the Church Appeal, generous gifts and bequests, and donations from special projects organised on behalf of the RNLI. Many of the contributors, together with lifeboat supporters from all over London, packed the dockside undeterred by grey skies and a biting wind and cheered by the nautical music played by the Cambridge Heath Band of the Salvation Army.

Thora Hird and BBC TV cameras were there too, recording the event to include in a Sunday night 'Praise Be' programme shown two weeks later.

Lt Cdr Brian Miles, director of the RNLI, warmly welcomed everyone and thanked all those who had generously donated money

for the new lifeboat. He said it was an historic occasion because the meeting which had led to the foundation of the RNLI had taken place 164 years ago, just one mile away, and had been presided over by the then Archbishop of Canterbury, Dr Charles Manners Sutton.

Today was the first time a new lifeboat was to be christened by an Archbishop of Canterbury, and it was a great honour for the RNLI.

The Rev Bernard Thorogood, Moderator of the Executive Committee, British Council of Churches, said he was grateful that churches were given the opportunity to help fund the lifeboat. He handed over the lifeboat on behalf of all the donors and said that he was sure they would all welcome that sense of sharing in the RNLI's work, which the new lifeboat would give.

In accepting the lifeboat, Mr Michael Vernon, Deputy Chairman of the RNLI, said that she was the best lifeboat we have, incorporating the most up-to-date technology and thanked everyone who had subscribed towards her cost.

Captain George Cooper, Chief of Opera-

tions, then gave details about the lifeboat and all her equipment. He said she would serve in the relief fleet, standing in at up to 20 stations operating Tyne class lifeboats, all round the coast, when the station boats are away for survey and maintenance.

During the service of dedication for the new lifeboat, the Archbishop of Canterbury was assisted by The Right Rev Victor Guazzelli, Roman Catholic Bishop of East London, The Rev David Staple, MA, BD, General Secretary of the Free Church Federal Council and the Rev James L Weatherhead, MA, LLB, Principal Clerk and Moderator's Secretary for the Church of Scotland. An anthem was sung by a choir from Trinity College of Music.

The time then came for Lt Cdr Miles to invite the Archbishop to name the lifeboat.

The Archbishop recalled that he had been born and brought up beside the seashore and said that he liked to think it was in his blood.

"My mother was a hairdresser on an ocean-going liner and I was often taken to the launchings of new ships."

"... The connection between my office and the RNLI is a long one and I have been keen to maintain it. Soon after my arrival at Canterbury, I got my sea legs by putting out to the Goodwin Sands with the Walmer lifeboat."

Only last November, I went out on the Falmouth lifeboat and was winched up into a helicopter. I managed to survive both tests and was rewarded after each of them with a wonderful party of RNLI supporters, along with crews and families."

The occasion provided an opportunity for the churches to express their admiration for those who accept and experience danger in order to bring safety to others, he said.

"I thank God for the RNLI, for the discipline and spirit of those who man its lifeboats, those who support it by raising funds and those who staff its offices. The RNLI is one of the great voluntary organisations of this country. And it gives me great satisfaction to see in this lifeboat a continuing partnership between the Churches and the Institution."

I name this lifeboat Good Shepherd. May God bless her and all who sail in her."—H D

Plymouth, April 15, 1988

A swirling Devon sea mist did nothing to dampen the enthusiasm of the large crowd gathered around Sutton Harbour to witness the naming of Plymouth's new Arun class lifeboat *City of Plymouth* on April 15, 1988.

The facilities for the ceremony had been

provided by the station branch chairman, Duncan Godefroy, who welcomed guests from the city and from neighbouring lifeboat stations.

Over £130,000 towards the cost of the lifeboat had been raised from a local appeal, whose patron, the Lord Mayor of Plymouth,

Councillor Tony Parish, handed over the lifeboat to Mr Raymond Cory, a deputy chairman of the RNLI.

Mr Cory reminded those present of Plymouth's long and distinguished lifeboat history which, he said, was an important part of the city's long maritime heritage.

Local people had worked extremely hard to support the appeal and the Institution was deeply grateful to them.

Major Philip Reed, station honorary secretary, then accepted the new lifeboat into the care of the station, promising that she would be used conscientiously by the crew.

The service of dedication was conducted by the station's honorary chaplain, Mr Derek Tidball and the lesson was read by crew member Dr Steve Ray, a polytechnic lecturer.

Following the blessing, Vice Admiral Sir Robert Gerkin, president of the station and chairman of the appeal, whose dedication and enthusiasm had inspired such good local support, invited the Lady Mayoress to name the lifeboat *City of Plymouth*.

As the champagne crashed to the deck, the moorings were released, the lifeboat's engines were fired up and she slipped mysteriously away, her bright orange superstructure and the crew's yellow clothing being swallowed up by the cold grey mist. (Continued over)



A reception in the City Hall lured the crew back to the land. In an emotional speech, the Lord Mayor paid tribute to the crew and said that he and the Lady Mayoress had found their involvement with the lifeboat appeal the most enjoyable part of their term of office.

In reply, Admiral Gerkin thanked the Lord and Lady Mayoress for their great help and Coxswain John Dare and Second Coxswain Patrick Marshall presented framed photographs of the boat to the civic leaders.—RK

Troon, April 16, 1988

Despite driving rain and cold wind, the naming ceremony of *City of Glasgow III* was witnessed by a good turn-out of friends and supporters who had all, in their various ways, done so much to ensure that the new lifeboat was totally funded and who all wished to share in the occasion of the service of dedication and formal naming undertaken by the Lady Provost of Glasgow.

The scene of ranks of upturned chairs flanking the platform with its saturated decoration was quickly transformed into a galaxy of multi coloured umbrellas, cagoules and rainwear as the guests arrived. The band of Marr College manfully endeavoured to lift the gloom as the platform party arrived, gallantly led by the piper, Mr William Andrew, who successfully overcame the conditions playing "Chocks Away"—Scotland's lifeboat march.

With the branch chairman, Mr Tom Wylie, in the chair and the Lord Provost of Glasgow representing the donors before ending his term of office, glowing tributes were paid to everyone associated with such a splendid achievement. His Grace the Duke of Atholl delivered the boat to the care of the station and it was accepted by Mr Jimmy Manson, station honorary secretary. Following a most suitable vote of thanks from the guild president, Mrs Catherine Fraser, the



The Lord and Lady Provost of Glasgow, Dr and Mrs Gray, aboard City of Glasgow III. Behind them, (second l) is Coxswain Ian Johnson and in the background (centre) and (far r) are RNLI director, Lt Cdr Brian Miles and chairman, The Duke of Atholl.
photograph by courtesy of D C Thomson & Co. Ltd.

Reverend Webster conducted the service of dedication. The Lady Provost approached the quayside at its conclusion, delivered the time honoured phrase and pressed the button. The champagne bottle dutifully disintegrated at the feet of the crew gathered on the prow of the lifeboat.

Engines sprang to life, the coxswain turned the boat on a sixpence and, as it approached the boarding point to collect the platform party and special guests, including representatives of Tennent Caledonian Breweries whose generous support of the RNLI continues, the clouds lifted, the rain ceased and the sun broke through. Previous-

ly saturated bunting soon started fluttering in the breeze, the canopy of umbrellas came down and guests admired the lifeboat as it left the harbour escorted by small naval craft and the helicopter from HMS Gannet which provided its own unique tribute to the occasion.

The proceedings now over, a welcome cup of tea and light refreshments were generously provided by Tennent Caledonian Breweries and the christening cake was cut.

So ended a day which had emphasised the unique spirit of the RNLI. Only such a close knit family would have so cheerfully overcome the problems and discomfort of the adverse conditions.

Fowey, April 26, 1988

Tuesday, April 26 was a glorious day for the handing over ceremony and service of re-dedication of Fowey's new lifeboat. RNLI *Thomas Forehead and Mary Rowse II*, a Waveney class formerly stationed at Plymouth, where she was launched 181 times, saving 91 lives.

The highly polished lifeboat laid alongside the Town Quay, manned by seven of her crew, the remaining four standing on shore, tending to her mooring ropes.

The ceremony began with music from the Fowey School Band before Fowey's Town Crier heralded the arrival of the platform party.

After the national anthem, Mr Ross Carter, chairman of Fowey and Folkerris Branch, welcomed the more than 400 guests, who included Mr Paul Chilcott, donor of Fowey's former lifeboat, the 33ft Brede class *Leonore Chilcott*.

Mr Chilcott said that he was pleased to be associated with Fowey and its lifeboat station.

Lt Cdr Jeremy Tetley, a vice president of the RNLI, then handed the Waveney lifeboat into the care of Fowey station branch, for which Captain Roy Pritchard, station honorary secretary, formally accepted her.

The Lord Bishop of Truro, the Right Rev Peter Mumford, conducted the service of re-dedication, assisted by the Rev David

Woods, Vicar of Fowey, who led prayers and Mr Peter Martin, Lay Chaplain to the Missions to Seamen, who read the lesson.

Deputy Launching Authority, Captain Bill Benjamin, proposed a vote of thanks to all those involved in organising and helping at the event before Mr Carter brought the ceremony to a close by calling for three

cheers for the lifeboat and her crew.

As the lifeboat left the quayside, a Sea King helicopter from RNAS Culdrose 771 Squadron flew past trailing the RNLI flag from its winch wire in salute to the *Thomas Forehead and Mary Rowse II*.

The afternoon ended with refreshments being served in the Town Hall.—GP

photograph by courtesy of Ken Skellern





(Left) Flashback to 1986 when lifeboats from Ramsgate, Margate and Sheerness took part in an evacuation exercise with a cross-channel ferry.
photograph by courtesy of Jim Byrne

PREPARE FOR THE WORST

BY NORMAN HICKS

LAST YEAR'S capsizing of the roll-on roll-off ferry *Herald of Free Enterprise* close to Zeebrugge Harbour entrance, brought sharply into focus the need for emergency services on land and at sea to be alert and ready to cope with the myriad problems which arise in such tragic circumstances.

For Captain Rod Shaw, station honorary secretary of Harwich lifeboat and the Harbour Master for the busy east coast port, the *Herald* incident gave fresh impetus to the emergency planning he and others with a relevant interest have been piecing together and fine-tuning since another ferry, the *European Gateway* capsized off Felixstowe in 1982.

Captain Shaw was one of the principal speakers at this year's Safety at Sea and Marine Electronics Exhibition and Conference (SASMEX '88) in London, at which he presented his paper "Contingency planning—the role of the harbour authorities in ship accidents".

He told delegates that although it would be wrong to suggest that incidents today occur more frequently or are of any greater severity than in the day of the *Mary Rose*, it was a fact that contemporary seaborne disasters receive greater publicity, heightening public awareness beyond the level of previous eras. "Port authorities are under increasing pressure, quite rightly, to produce contingency plans to accommodate any incident that may occur within their area of jurisdiction. The problem facing active ports is that the types of emergency that could occur are so numerous," he said.

In formulating a contingency plan, the points which ports and harbours need to consider include:

- The type of incidents which can occur;
- Their magnitude and escalation potential;
- The facilities readily available;
- The availability of trained personnel; and
- The assistance required from other services and authorities.

Ports and harbours, shore services

(police, ambulance, etc) and HM Coastguard each have their own emergency plans and it was essential that there was the utmost co-operation between these three groups to bring about a successful conclusion to any major incident, said Captain Shaw.

Taking Harwich Harbour as an average example, Captain Shaw said the port coped with 24,000 annual shipping movements; had frequent passenger sailings with up to 2000 people on board; large restricted container vessels using the same navigation channel; movements of chemical and LPG tankers; a four mile channel approach; five independent or port berth operators and was bounded by two county councils (Essex and Suffolk) and three district councils.

"At the last count there were 32 separate services or authorities to consult with in order to produce a master plan for the harbour area" he said.

"In a major harbour plan it is usual for the marine authority to plan up to the quay wall, with the shore services co-ordinating on land. In practice this can lead to a grey area at the quay."

At Harwich it was believed that there should be an adequate overlap. The marine plan should cover up to the reception area ashore and the shore plan should include representation afloat.

The Harwich plan has been geared to deal with the worst scenario—an accident involving a passenger vessel.

Specific problems were identified as:

- Numbers involved;
- Multi-nationals travelling on ferries;
- High percentage of possible casualties and deaths;
- Access to the incident;
- Availability of specialised equipment;
- Communications;
- Co-ordination on scene;
- Co-ordination of response;
- Press and media involvement.

The Harwich plan calls for shore support to be sent to the incident immediately, as time is of the essence; specialised equipment to be available without delay; extensive communications facilities; air support and pre-planned manning.

Other areas which need to be considered include the provision of adequate mortuary facilities; the availability of interpreters and welfare assistants; the need to make sure that key personnel are adequately trained and that, should they leave the area, competent replacements are equally prepared to step in; the need to keep road accesses clear for emergency vehicles to reach the quayside and the recognition that any major incident of this nature is bound to attract sightseers, who will need to be policed.

THE LIFEBOAT SERVICE—Past and Present

100 Years Ago

From the pages of *THE LIFEBOAT*, August, 1888 Issue.

Brighstone Grange and Brooke, Isle of Wight

On the afternoon of the 9th March, the ship *Sirenia*, of Glasgow, bound from San Francisco for Dunkirk with a cargo of wheat, stranded on Atherfield Ledge during a thick fog. The Life-boat *Worcester Cadet*, stationed at Brighstone Grange, put off to her assistance at 4.15 and brought ashore the master's wife, three children, a female servant, and an apprentice, landing them at Atherfield at 6.40. It had been arranged with the master that the Life-boat should return to the vessel at low water, and the boat was therefore again launched at one o'clock on the following morning in a very heavy sea, reached the ship, and took in 13 men. The Life-boat men then watched their opportunity, and at an apparently favourable moment cast off; but before they had time to turn and get out the drogue, a huge breaker drove the boat rapidly astern, turned her broadside on, and capsized her. She righted, but, unfortunately, MOSES MUNT, the Coxswain, THOMAS COTTON, Assistant Coxswain, and two of the passengers, were drowned. The boat reached the shore at Atherfield at 2.30, and the survivors landed. At 12 noon the Life-boat again went off to the vessel, three of the men who had been in the boat the first time, and also on the occasion of the capsize, again going out in her, and rescued the remainder of the ship's crew, 13 in number.

The Brooke Life-boat *William Stanley Lewis* also put off at 11 o'clock, on the night of the 9th March, to the assistance of the vessel on a summons being received from Atherfield, but when close to the ship, the boat was struck by a very heavy breaker, which washed REUBEN COOPER, Assistant Coxswain, and two of the crew, overboard, and COOPER was unhappily lost. In attempting to save him the boat lost her opportunity of reaching the wrecked vessel. Persistent attempts to get near her were afterwards made until a number of oars were broken by the heavy seas, and the crew had become so exhausted that they were compelled to return to the shore.

A public inquiry followed at which no blame was attached to anyone for the deaths of the three lifeboatmen and two passengers.

The Inspectors attended the inquest, and also represented the Institution at the funeral. The Committee expressed their admiration at the gallantry of the crews of the Life-boats, and their deep sympathy with the relatives of the men who unfortunately perished, and voted 300*l.* in aid of the local fund for the relief of the bereaved relatives.

Also the Silver Medal of the Institution, accompanied by a copy of the vote inscribed on vellum, to WILLIAM COTTON, FRANK SALTER, and DAVID COTTON, who went out in the Brighstone Grange Life-boats on the three occasions.

Also the Second Service Clasp to Mr. JOHN HAYTER, Coxswain of the Brooke Life-boat. The Silver Medal was awarded to him in February, 1886, in recognition of his valuable services during the twenty-six years he had held the office of Coxswain.

Also the thanks of the Institution inscribed on vellum to Mr. GEORGE SWEETINGHAM, Chief Officer, and to Mr. WILLIAM BRETT, Chief Boatman in charge of H.M. Coast-guard at Atherfield, in recognition of their valuable services on the occasion.

Also 99*l.* 17*s.* to pay the expenses of the three launches of the Brighstone Grange Life-boat, including a reward of 2*l.* 10*s.* each to the crew who manned the boat on the occasion of her capsize.

Also 51*l.* 7*s.* to pay the expenses of the Brooke Life-boat launch, including a reward of 2*l.* 10*s.* to each of the crew.

And 2*l.* 5*s.* to two Brooke men who were injured while rendering assistance, and were thereby prevented from going in that boat.

Today's Lifeboatmen



Coxswain Peter Bisson of St Peter Port joined the lifeboat crew in 1980 and became second coxswain in 1984 before being appointed coxswain in 1986. Together with his fellow crew members he was awarded a bronze medal in 1981 for the rescue of 29 of the crew of the Ecuadorian motor vessel *Bonita* which was listing heavily in winds gusting to hurricane force and very high seas. (A gold medal was awarded to the then coxswain Michael Scales for this service.) In 1985, whilst acting coxswain, he was awarded a bronze second-service clasp in recognition of the service carried out to the French yacht *Matam II* in a strong southerly gale from which the crew of three were rescued. Peter is married with two children and is a stonemason by trade.

Facts and Figures

In 1987 the RNLI's lifeboat launched 3,745 times (an average of over 10 times each day) and saved 1,491 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.

116,510 lives have been saved since 1824 when the RNLI was founded.

The net cost of running the RNLI in 1988 will be £34 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
47ft Tyne	£560,000
52ft Arun	£570,000
Fast carriage boat	£337,000

MEMBERS' PAGE

RNLI MEMBERSHIP SCHEME

We are grateful to Christopher McGough, one of our Annual Governors, who has brought to our attention some historical notes concerning the membership scheme and, as we reach yet another milestone, it is an opportune moment to set the records straight and tell you of our plans for the future.

It was on 2 January, 1969 that Sir Alec Rose formally launched the Yachtsmen's Lifeboat Supporters Association (YLA) which was created for two main purposes. Principally, this was to be a source of revenue for the Institution and, secondly, a vehicle for increasing interest in the lifeboat service. Subscriptions from this source continued until 31 March, 1973 after which new subscribers were enrolled into the newly formed RNLI membership scheme introduced in October 1972 to provide an additional source of regular revenue. Some 10,000 YLA members were subsequently transferred to the scheme to which the title "Shoreline" had been given. Recruitment has continued in the intervening years and we are now in the 20th year of an active membership subscription scheme with some 131,713 members.

What of the future?

Readers may remember the lively correspondence on this page discussing a possible new name for the membership scheme. After many interesting ideas, both from members and RNLI staff, the best solution seemed to be to make the scheme more readily recognisable under the title "RNLI Membership Scheme". This title could then also embody Storm Force, the junior membership scheme. Members will continue to be enrolled under the existing framework as Governors, Shoreline members and Storm Force for junior members under the age of 16 years.

We are mindful of the additional support members have given throughout the life of our membership scheme, not least of which has been their involvement in Shoreline Clubs, introduced at the request of some members to provide opportunities to meet socially. Whilst they certainly enjoyed success as social groups, it was perhaps inevitable that in a club of this nature fund raising would evolve and we are deeply indebted to those who have pursued these activities so vigorously and successfully. Some Shoreline Clubs have, where possible, now taken the logical step of becoming fund raising branches in their own right, in some cases retaining their social meeting arrangements. Others, in joining forces

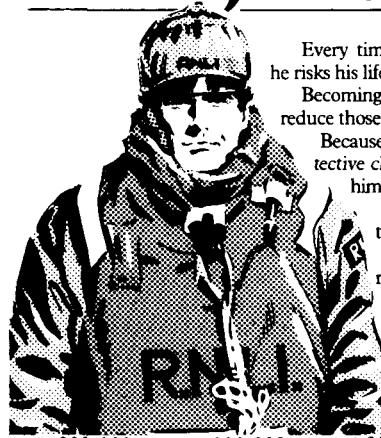
with existing branches, have greatly enhanced the fund raising potential of the enlarged group. Our thanks to you all and best wishes for continued success.

Thanks are also due to the many Associate Members who have entered into full membership following the discontinuance of this grade and others who, whilst unable to make this commitment, are continuing their support with regular donations. Many of our members when writing in to increase their subscriptions by Direct Debit, expressed surprise at the need to complete a new mandate, believing that like so many other organisations we are able to vary the amount payable. Regrettably, our present mandates are for fixed amounts but a conversion programme is being arranged for both Direct Debit and Deeds of Covenant to be variable against changes in the subscription rates. We hope, in the future, this will keep inconvenience to members to the minimum and simplify administration of the scheme.

The RNLI Membership Scheme is an important source of funds and we are grateful to all members for their continuing support. Our aim for the future is to seek and encourage new members to support us through regular subscriptions and covenants and we hope we can count on your help to achieve these aims.

Final note: Apologies are due to those readers who received their journal late last quarter. It was the result of a technical hitch.

We ask everything
of him.
We ask just £6 of you.



Every time a lifeboatman puts to sea, he risks his life.

Becoming one of our members helps reduce those risks.

Because your £6 helps buy him protective clothing and helps us provide him with the best equipped boats.

All of which will make his task safer to undertake.

And as the lifeboats are run entirely on voluntary contributions and membership fees, your £6 is vital.

For men who never question whether they should go, is £6 too much to ask?

STORM FORCE

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

For further details please contact Storm Force Headquarters, RNLI, West Quay Road, Poole, Dorset BH15 1HZ.

To: The Director, R.N.L.I., West Quay Road, Poole, Dorset BH15 1HZ.
I wish to join the R.N.L.I. Here is my subscription: Shoreline Member £6 p.a. ☐
Family Shoreline Member £9 p.a. ☐ Governor £20 p.a. ☐
Life Governor £200 or more ☐ (Or) I enclose a donation of £_____

Name_____

Address_____

Postcode_____

Royal National

Lifeboat

Institution

LJ8/1

Letters ...

Unsung praises

I refer to the News Point on page 258 in the spring edition of *The Lifeboat*.

Without diminishing at all from the recognition given, may I remind you that both Shoreham and Newhaven lifeboats were also launched into severe conditions during the hurricane of October 16, to assist a trawler with flooded engine room.

The list of services shows that other stations were also called on this date.—PETER EVERARD, *Mile Oak, Sussex*

I was very disappointed not to see a report in the winter edition of *The Lifeboat* of the service rendered by the Lowestoft lifeboat during the early morning of October 16, 1987, when the hurricane was at its fiercest.

When the call was made at 0710 the seas were rolling right over Lowestoft's South Pier, a sight I have never, until that morning, seen before.

Undaunted by the force of the wind and the state of the sea, the lifeboat slipped her moorings to go to the aid of the coaster *Gino*. The coxswain, John Catchpole, when talking to a local reporter, said conditions were atrocious and that he could not see the Pier heads because of the water breaking over them.

Later, in conversation with some crew members, it was learned that when the lifeboat approached the *Gino* it was noted that the casualty was in a very dangerous position, getting quite close to the shore and having difficulty with her steering gear.

John Catchpole put the lifeboat alongside the *Gino* to give verbal information on the dangerous position of the vessel.

The lifeboat escorted the vessel to a point just north of Lowestoft and stood by until the winds abated, when a pilot was able to bring the *Gino* into Lowestoft escorted by the lifeboat.

The service lasted 6½ hours and illustrates the dedication, courage and skill of the Lowestoft lifeboatmen in the true tradition of the lifeboat service.—R E FRENCH, *Lowestoft, Norfolk*

Note by editor:

There were, in fact, thirteen services by lifeboats during last October's hurricane. Last autumn and winter were particularly bad for gales and there were many services by lifeboats all around the coast besides those on October 16, all of which brought great credit to our lifeboatmen. We wish we could recount them all but there is simply not enough space. Priority has to be given to those services which receive special recogni-

tion by the Institution, i.e. medals, vellums and letters of thanks, but when there is extra space we will always try to include additional stories.

Lusitania sinking

In the spring issue of *The Lifeboat* (page 269) you refer to the sinking of the *Lusitania* in 1915. You mention that Des Bateman's father reported seeing a submarine lurking in the bay two days before. Of course the authorities contradicted him.

In 1940 I had a chat with Mr Tom Hodgson who had been a chauffeur/gardener to a business man in Cork in his younger days. One of his regular jobs was running his master into Cork every morning and he often stopped for a chat with the harbour master on his way home.

On the day the *Lusitania* was sunk, the harbour master told him that two German submarines had been "playing about in the bay" in the early morning. He had notified the coastguards and had expected our navy to have been alerted because they were "expecting something big coming from America".

Hodgson went back to his master's residence and had just put the car into the garage when he heard the first torpedo explode in the *Lusitania*. He was confident that our navy had not taken any action, probably because the report of submarines had not been passed on.

In view of this I think it is very likely that Bateman senior's report was accurate.—W LIGHTFOOT, *Raunda, Northants*

Paying for rescue?

Major Case's letter under the heading "Paying for Rescue?" on page 177 of your spring 1988 issue intrigues me. He seems to be having a dig at those who use pleasure craft, but I hope not, for the reason that these are largely crewed by keen adventurous young people, the cream of the up and coming generation.

He quite rightly asserts that any sort of compulsory fee for the service of a lifeboat would be contrary to RNLI policy and, in any case, the amount suggested by him of £1,000 would be beyond the means of most young people. Whether insurance companies could help at a reasonable cost I do not know, but there is the other possibility mentioned by him, namely publicity.

This certainly worked in my own case. Until advancing years forced me to discontinue I had been "messaging about in boats" for about 60 years, for part of this time in a seagoing yacht crewed by Sea Scouts. We had our

adventures and with the thought that one day we might need the help of a lifeboat, from an early stage I contributed to the Institution's funds. Although I have not kept a record, I think that by now I must have given well over £1,000.

RNLI publicity takes many forms but if it is not already being done I suggest that all sailing clubs and other organisations involved in maritime activity should be canvassed with the theme "You never know when you may need us".

Coming back to my point about keen adventurous young people, subject to the convenience of the crews the more opportunities that can be provided for them to experience a trip to sea in a lifeboat, the better. Today's decent young people—and there are plenty of them—are generous in respect of what they deem to be worthwhile projects.—A T WINDER, *Guildford, Surrey*

Welly helpful

I can't see your boys going out to sea any longer without boots. Herewith £6—please buy a pair of boots.—SPIKE MILLIGAN, *London W2*

Note by editor:

This was Spike's reaction to our well known advertisement: "£6 buys him a pair of boots"!

The French connection

When J M Thompson, the distinguished Oxford historian, died in 1956 he left the royalty earnings of his books during the legal term of copyright to the RNLI. Although the books were written in the 1920s, 30s and 40s, they remain in demand.

J M Thompson specialised in the French Revolution and we are just about to reissue his *Robespierre*. I am arranging for you to be sent a copy of the former, and this should follow in a few days.

As it is the anniversary of the French Revolution I expect there to be something of a resurgence in the sales of Thompson's books, especially his complete history of the Revolution, which is still regarded as the finest book on the subject.

Every time anyone buys a copy of one of Thompson's books they are in effect contributing to your funds. In the case of *Robespierre* the sum of £2 per copy. It occurs to me that readers in the United Kingdom might like to be aware of this.

With all very best wishes.—JOHN DAVEY, *editorial director, Basil Blackwell, 108 Cowley Road, Oxford OX4 1JF*

Lottery

The 41st lottery draw took place on Saturday, April 30 in the Poole branch of Tesco's supermarket. This was the second time the event had been held in the store and was watched with great interest by local Saturday afternoon shoppers many of whom, having bought tickets, waited to see if they had drawn a lucky one. Coxswain/Mechanic Derek Sargent of Weymouth lifeboat drew the winning tickets. In May Derek was presented with a bronze medal by Princess Alexandra at the Presentation of Awards ceremony in the Royal Festival Hall. Anthony Oliver, head of fund raising, supervised the draw.

Money raised from the lotteries now totals over £1½ million and is an important source of income for the RNLI. The 41st lottery raised £56,363 and resulted in the following prizes being won:

£2,000: A Symmonds, Merstham, Surrey.

£1,000: Mrs J Heather, Burford, Oxon.



Far flung fame: Alistair McIntosh of The United Kingdom Foundation for the Peoples of the South Pacific sent in this photograph to show the extent of the RNLI influence. The small boy in the middle of the picture is wearing an RNLI tee-shirt. The photograph was taken at Bema in the Gulf Province of Papua New Guinea, a remote and mountainous area accessible only by foot or by air. The tee-shirt had apparently arrived in the area among a bundle of donated clothing distributed by the Catholic Mission.

£500: Mrs Riley, Chipping Campden, Glos.

£250: G R Lobrio, Manila, Philippines.

£100: P Simpson, Edinburgh, Scotland; Mrs F Burchnall, West Wickham, Kent; D Topham, Bolton, Lancs; G R Whale, Lichfield, Staff; D H Feltham, East Harptree, Bristol; F McDonald, Co Down, Northern Ireland; Mrs V Wisniewski, Fossebridge, Glos; Mrs M Smith, Hunstanton, Norfolk.

£50: E A Massey, Colchester, Essex; Mrs O D Allen, Clacton-on-Sea, Essex; T Meechan, Dunbartonshire, Scotland; A N Fenton, Dundee, Scotland; Mrs E K Osborn, Tunbridge Wells, East Sussex; B Closs, Rainham, Essex; Mrs Cadel, Bridport, Dorset; D Hardwicke, Clapham, Bedford.

Obituaries

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

March 1988

Mr Neville Ball, deputy launching authority at Skegness lifeboat station since 1985. He was previously the station honorary secretary from 1965 to 1985 and was awarded binoculars in 1975 and a gold badge in 1986.

May 1988

Mr Norman Cavell, honorary secretary at Walmer lifeboat station from 1958 to 1983. He was awarded binoculars in 1969 and a gold badge in 1983.

Mr E J Sage, secretary to appeals sub-committee of Southend station branch from 1966. He was assistant branch secretary from 1952 to 1966. Mr Sage was awarded a silver badge in 1966 and a gold badge in 1987.

Birthday Honours

Coxswain Len Patten, who has recently retired from the Newhaven lifeboat has been awarded the British Empire Medal in the latest list of honours. He joined the crew in 1968 and became assistant motor mechanic in 1972. In 1976 he was appointed coxswain/mechanic and from 1985 until his retirement in March this year he was coxswain. Coxswain Patten received the Chairman's letter of thanks in 1987 for a service reported in this issue and a certificate of service on his retirement.

Thomas Jenkinson, who retired from the Filey lifeboat in 1980, has also been awarded the BEM in recognition of his services to the fishing industry in Filey. Mr Jenkinson joined the lifeboat crew in 1947 and was bowman from 1959 to 1963. In 1963 he was appointed second coxswain until 1967 when he became coxswain until his retirement.

RNLI NEWS

PEOPLE AND PLACES

Long Service Awards

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

Aberystwyth

Crew Member T C Ridgeway

Aith

Second Coxswain W L Anderson

Bangor

Crew member W R Killiner

Beaumaris

Assistant Mechanic J C Askew

Blackpool

Crew member D G Canham,

Crew Member A Parr

Bridlington

Second Coxswain A J Ayre,

Assistant Tractor Driver H E Dean

Hartlepool

Coxswain R N Maiden

Kippford

Crew Member J Robertson

Kirkwall

Coxswain W S Sinclair,

Crew Member M J F Drever

Lerwick

Emergency Mechanic J Fraser

Littlestone-on-Sea

Crew Member A T Davies,

Crew Member P A Leigh

Newquay

Crew member D M Trebilcock

North Berwick

Crew Member A S Auld,

Crew Member B Pearson,

Crew Member J Pearson

Port St Mary

Coxswain J R Williams,

Assistant Mechanic D McCutcheon

Rosslare Harbour

Mechanic M W Wickham

St Ives

Crew Member E T Ward,

Launcher W Thomas,

Assistant Tractor Driver M P Veal

Weymouth

Coxswain Mechanic D J Sargent

Wick

Assistant Mechanic A D Anderson

On Station

The following lifeboats have taken up station duties:

Bangor: Atlantic 21 inshore lifeboat B513, March 25, 1988.

Thurso: 54ft Arun class lifeboat ON 1052 (54-07), *City of Bradford IV*, March 26, 1988.

Longhope: 47ft Tyne class lifeboat ON 1138 (47-025), *Lord Saltoun*, March 26, 1988.

St David's: 47ft Tyne class lifeboat ON 1139 (47-026), *Garside*, May 25, 1988.

All for a Good Cause . . .

Pat Dewhurst, honorary secretary of Penwortham fund raising branch, was asked to give this account of what lies behind the £4,000 they bring in for the RNLI each year at a recent regional conference. Readers who spend time on similar pursuits will experience pangs of fellow feeling. Others may find it an eye-opener.

When I was asked to give this talk I was astounded to think that anyone would be the least bit interested in what the Secretary of the Penwortham branch gets up to, but here goes.

My name is Pat Dewhurst and I have been on the Penwortham Committee for nearly 20 years, having held the office of honorary secretary for the past 12 years. This does *not* mean that my efficiency deems me irreplaceable, but simply that no-one else will do the job! However we have a very hardworking committee of 13 at the moment which gives both the chairman and myself excellent support.

Penwortham is situated approximately 12 miles from Lytham, 18 miles from Blackpool and 22 miles from Fleetwood, and I personally believe that living near to the coast and the three lifeboat stations makes people aware of the dangers of the sea and the wonderful work carried out by the Institution—hence the wonderful support we get.

And so it's down to fund raising. I am sure that you have all wondered at times just where all the money comes from, week after week, month after month, year after year it comes rolling in, but trying to think of new ideas to raise money is not easy.

Money maker

Our house-to-house collection, which we organise in May each year, is by far

the best money-maker—almost £1,400 this year. Each of our committee members are given a number of roads to cover and hopefully they will recruit collectors to help them. This leaves approximately half the area untouched, which we try to cover en masse over a period of about four weeks.

The problem is trying to get collectors and of course we all dread the start of door knocking. But once out, particularly if it's a nice evening, it never seems so bad. We have found that collecting during the day is a complete waste of time as so many people are out. Almost everyone is quite happy to give but of course you do get the odd refusal and a fair share of laughs.

Two of our ladies were asked to accompany a gentleman upstairs to his bedsit. "Come upstairs, I've got something for you," he said. Two rather nervous collectors followed him and he turned out to be a bouncer in a nightclub and he had put all his tips in a drawer which he promptly emptied out and said "Take the lot."

One I had recently was:

"Would you like to help the lifeboats please? No, I would not. I've just been to a funeral."

And another one:

"No thank you, I don't go by sea—I always fly."

We hold two coffee mornings each year in the local church hall and these

bring in approximately £700-£800. We have the usual stalls—general, cakes, tombola, raffle and souvenirs and just recently we have held a craft stall with hand-embroidered greetings cards, soft toys, etc. A bric-a-brac stall has also proved very popular.

Our annual jumble sale is usually held in September and we find this a very easy way of raising £100 plus. In fact only two weeks ago we made nearly £200 which was our best yet. When sorting through the jumble we keep the better items back for our market stall. We are lucky enough to have a collectors' market on Tuesdays and Thursdays in Preston and it is quite amazing sometimes at the amount raised.

Penwortham has an annual gala day in June which we attend and we probably fit in another two garden fêtes or the odd agricultural show in the summer months.

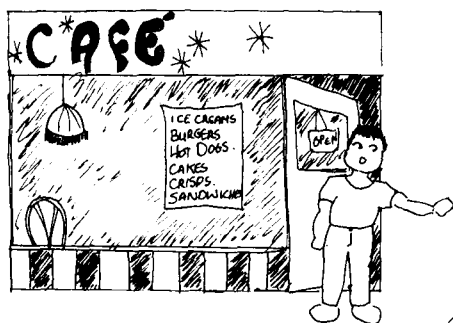
Children's help

All the events mentioned so far are arranged regularly each year, but we do try to have something *special* whenever possible. We have organised several sponsored swims which have been wonderfully supported by the local schools. You can always rely on children to bring in the money, although we do feel at the moment that there are so many sponsored events we shall have to give this a rest. One very successful venture was a charter train to London for the day. This was a few years ago but was very popular at the time which was close to Christmas and we have been asked many times to repeat it.

Another excellent event was a Royal Doulton design survey. This involved no work at all by the committee. A hall is hired, invitations pushed through doors and we advertised it well locally—"You are cordially invited to attend etc."

Briefly, what it entails is the public coming along to answer a questionnaire relating to a display of plates, and other items and this is all set up by Royal Doulton. For each questionnaire completed the sum of 50p is donated to the RNLI. We also served refreshments. It was lovely to be able to invite people to attend a function free of charge without having to sell tickets. Our name is on Royal Doulton's list at the moment and we are hoping to be included in the next survey in our area, which will be our third time.

Auctions, as I am sure you are all aware, are very very popular but I do think that you need to plan about a year ahead to enable enough decent items to be collected. It must also be remembered that if items of



Sam Gaze
14/1/88

furniture are offered there is the problem of transporting them to the place of auction. One year we had to turn down several larger items as we did not have suitable transport. We have usually found that a local auctioneer will give his services free.

Antiques Road Show

We are presently trying to organise an Antiques Road Show with Sotheby's of Chester. Depending on the area and the facilities available, they will send four or five of their experts along. The public are invited to bring along three items for valuation and a charge of £1 is made, six items £2, etc. If refreshments are sold and a steady stream of customers turn up, say from 10 am to 4 pm, this can be quite a profitable event and also most enjoyable.

No charge is made by Sotheby's. I can see you all asking what they get out of

it? Well, of course, they are looking for business and hopefully a few *special* items will be left with them to be sold in their auction rooms. Anyone who wishes to leave items for auction may do so and a receipt will be issued.

Disasters

All this sounds too good to be true, doesn't it? Well, believe me, we have had our disasters. One such event was a saucepan demonstration when, apart from the committee, only three members of the public turned up. The demonstrator burned the pie she was making, which stuck to the pan she was trying to convince us was non-stick! We then had to eat the pie!

Another disappointment was at Fairhaven Lake on Lytham lifeboat day when, after preparing 500 bread rolls and hot dog sausages, we were told by the nearby cafe proprietor that we were

not allowed to sell food as we were ruining her trade. Thank goodness for freezers, as each committee member took a supply of hot dogs home!

On another occasion, again Lytham lifeboat day, in appalling weather, we were practically blown into the sea, caravan and all, and had to retreat indoors to the lifeboat store for shelter. There were a few complaints from various branches about not having enough room or one branch had a better spot than another, the usual moans when we experience a typical British summer.

Ironically, it was this very afternoon in really dreadful weather conditions, that the Lytham lifeboat was called out to a yachtsman (which proved a very difficult rescue) and as we watched it go there was no more moaning, it suddenly did not matter how wet we all were. It was all so rewarding to be part of the Institution and its very special breed of men.

Books...

● Those who help to launch lifeboats can often be regarded as the forgotten heroes and heroines of a rescue, but at Newbiggin-by-the-Sea they are determined that the women launchers, whose exploits twice brought recognition in the form of the Institution's thanks inscribed on vellum, should keep their rightful place in the distinguished history of the Northumberland lifeboat station. Local man John Robinson has compiled a short story of their achievements and in particular the two rescues of 1927 and 1940 which focussed national attention on the women's bravery and has published the results in booklet form. **A Short Story of the Women Lifeboat Launchers of Newbiggin-by-the-Sea** costs 90 pence a copy, including postage and can be obtained from Mrs Barbara Martin (branch chairman) at 2 Bay View East, Newbiggin-by-the-Sea, Northumberland NE64 6DZ—NH

● At the end of 1836 there were a number of unusually severe gales, culminating in the loss of seven local fishermen at Sheringham. This tragedy moved the Honourable Mrs Charlotte Upcher to provide the fishing community of Lower Sheringham with a lifeboat. The *Augusta* was launched in 1838

and to celebrate 150 years of lifeboats at Sheringham Robin and Linda West have written **The Story of the Sheringham Lifeboats 1838-1988**. Robin is the son of Henry West BEM coxswain of the lifeboat for 21 years and now a deputy launching authority. The booklet reflects the tremendous pride which the families of Sheringham feel for their lifeboatmen, past and present, and is well illustrated. It can be obtained from the boathouse at Sheringham or by post from the honorary secretary Lt Cdr R Swindells, Pebble House, Gunthorpe, Melton Constable NR24 2NS, price £1.75.—MG

● Barrow lifeboat station is situated on Roa Island in Morecambe Bay where, according to THE LIFEBOAT for January 1855, "*the boat will command the entrance to the Port of Barrow*". Thus started the station's long history which is described in Jeff Morris' booklet **The Story of the Barrow Lifeboats**. It is well illustrated with many old photographs showing, amongst others, the pulling and sailing lifeboat *Thomas Fielden*, which saved 45 lives on 14 service launches during its 26 years at Barrow from 1901 to 1927, the station's first motor lifeboat *N.I.*, and the present 47ft Tyne class *James Bibby*, which arrived there in 1986. It is a well documented station history which can be obtained from Mr T Downing, 7 Flass Lane, Barrow-in-Furness, Cumbria LA13 0AA, price £1.25 plus 25p post and packing.—MG

● **The Last Big Boat** by David Phillip-

son is the history of Redcar's lifeboats 1972-1986. In 1972 the Oakley class lifeboat *Sir James Knott* was allocated to Redcar and it was less than a month before she answered her first service call to the Dutch coaster *Hendrika* aground on rocks. The services are all well documented along with chapters on the crew and relief lifeboats. In 1986 a Tyne class was allocated to the neighbouring lifeboat station at Teesmouth and the Oakley was withdrawn from Redcar, being replaced by an Atlantic 21 and a D class inshore lifeboat. The book is well illustrated with photographs and can be obtained from Mr Phillipson, 43 Stanley Grove, Redcar, Cleveland TS10 3LN at a cost of £1.85.

● The brave exploits of Watchet lifeboatmen and their efforts and those of others to prevent the closure of their lifeboat station are recounted in W H (Ben) Norman's book **Tales of Watchet Harbour (The Somerset Port of a Thousand Years)**, first published in 1985 and now completely revised and re-issued. The author, son of a sea captain and himself a keen antiquarian and sailor, has drawn together a host of information about the ancient port, with a wealth of humorous anecdotes and salty tales to keep readers of this book informed, amused and entertained for hours. Priced at £4.95 and published by the author, it is available from local Watchet shops or direct from Ben Norman at Lyn Cottage, Mill Lane, Watchet, Somerset TA23 0AR (please add 55p for postage and packing).

£

THE FUND RAISERS

The Grace Darling appeal

Arabella and Martha Dancy, pupils at Putney High School, Lytton House, help to organise and took part in a Great Teddy Bear Contest in order to raise money for the appeal. The school hall was filled with 200 teddy bears, their owners gave a donation and the winning bears received certificates. A raffle was also organised and a grand total of £93.50 was achieved.

Jazz Band Ball

Traditional jazz enthusiasts danced by candle light to the music of "Jay for Jazz" led by local cornet player John Timms at a Jazz Band Ball organised by **Market Harborough ladies' guild** at Kibworth Community Centre. More than 170 people enjoyed the supper dance, buying gifts and souvenirs and supporting the tombola for which prizes had been generously donated by several local shops and businesses. The happy evening raised over £870 for the RNLI.

A row for funds

The annual sponsored row, organised by the Maldon Little Ship Club on behalf of **Maldon and District branch**, took place in strong winds and rain. Fortunately the wind eased a little before the start and by setting a course mainly in the lee of the land it was possible to hold the event in safety. The two rescue boats on duty had nothing to do but cheer on the rowers of 31 craft of various kinds, powered by 50 people, as they set off to row the three-legged course. A silver trophy was awarded by the MLSC for the entry raising the greatest sponsorship, which this year



Inverness Sub-Aqua Club held a sponsored snorkel in the River Ness, starting from the Infirmary bridge and ending up at Friar's bridge. Clem Watson, area organiser for north Scotland, is pictured (centre) in the river just before flagging them off. As a result of the endeavour a cheque for £410 was handed to the RNLI.

photograph by courtesy of Ken Macpherson

was won by the team from The Bell public house at Woodham Walter, who raised £300. Together with sponsorships, sales of souvenirs and catering, over £2,000 was achieved by the event.

Relay cycle ride

The Wick Sea Cadets relay cycle ride from Land's End to John O'Groats resulted in over £1,000 being raised from sponsorship and donations en route and **Wick branch** benefited by £500. The sea cadets who took part were members of the corps who were the holders of the Colditz Shield and they hoped this effort would enable them to retain the title.

Old Father Thames

Windsor Yacht Club is only a small Thames based motor cruiser club, but many of its members enjoy regular coastal cruising. During the winter season the club hold a number of dinners and it was decided that all profits from the first dinner of 1988 be donated to the RNLI, resulting in a generous cheque for £212 being sent to headquarters. It is planned to make the event a regular feature of the club's social calendar.

Cub package

Following a visit to the **Hastings lifeboat station** cubs from the 5th Wallington Cub Pack held a "Lifeboat Evening" and raised £63 for the station.

Small but so willing

The president of **North Kessock branch**, Margaret Paterson, received a call to visit her local primary school as the children had decided, without any help, to hold a sale in aid of the RNLI. The mothers did some baking and the children sold it to each other! They also

sold comics and books and presented Mrs Paterson with a cheque for £53.

Skiing for money

While working in Norway, Gavin Sears was a member of a team entered by BP Petroleum Development in a 21km cross country skiing marathon. Sponsorship for Gavin was based on his personal achievement for firstly finishing and, secondly, an amount for every minute within his target time of three hours. As his personal finishing time was 2hr 42min, with a placing of 170 out of 285, and the team itself was first out of fifteen, Gavin was able to raise nearly £219 for the RNLI.

A busy time

Pangbourne branch have had a busy but rewarding time lately. Mr Donald Boot decided to enter the New York marathon and, at the age of 53, completed the 26 mile course in 3 hours 49



Tom Lawrence and the RNLI both struck gold in a charity treasure hunt organised by Gillingham Marina at the London boat show this year. Tom guessed the right spot for the hidden hoard and received a handmade pewter statuette and a bottle of whisky donated by Cutty Sark Scots Whisky. The RNLI received about £100 which came from the 10p charge for each guess. In the picture Tony Lyon (left) director of Gillingham Marina, presents Tom and his wife with their prizes.

minutes. Local sponsorship raised £3,826, half of which went to the RNLI. Mr and Mrs John Goldsmid, loaned a huge marquee to the branch for a demonstration of flower arrangements by "Constance Ladies" in the morning, a South American lunch and a lecture on Peru in the afternoon, resulting in £780 being raised for the RNLI and the Sue Ryder Homes. Finally, the Goring-on-Thames branch of the Fire Service chose the RNLI to benefit from their annual ball and this raised £910. These three functions raised a total of £3,103, followed by a "blitz" on collecting boxes resulting in £926 being collected in January alone. The chairman of the branch, Lt Col Godfrey Pease, has been awarded a gold badge.

Shamrock support

An advent function in aid of the new **Howth lifeboat** was organised in an Irish pub in Düsseldorf. The owner, Mr Braham Sutton, collected approximately 1R£200 from the proceeds of a raffle together with 50 pfennigs from each glass of beer and coffee served. It is believed that this is the first time that fund raising for a particular boat in Ireland has taken place outside the country.

Generous charge

The Ilfracombe lifeboat fund has benefited to the tune of £100 following a successful promotion at the South Western Electricity Board's Ilfracombe shop. For the promotion SWEB promised to donate £1 to the RNLI for each of the first 100 customers making enquiries on the day using coupons from newspapers. **Ilfracombe ladies' guild** set up a stall in the shop and raised £40 for their funds and Bruce Merrick, area manager for SWEB handed over the cheque to Mrs Nan Williams, chairman of the guild.

Half marathon walkers

Alistair Littlejohn and Terry Lazenby, members of the **Dollar and Muck-**

hart branch, took part in the Falkirk half marathon and raised £109.

Far from the sea

The village of Weston in North Hertfordshire is about as far from the sea as one can get but the 850 villagers have shown their interest in the RNLI by supporting fund raising events organised by the **Weston branch**. Keen members have arranged fun runs and a Guy Fawkes night which raised £2,000 and more events are planned this year.

Garden centre help

Truro and district branch 'took over' the Carnon Downs garden centre last year. The RNLI flag was hoisted each day and collecting boxes were placed at strategic places throughout the year. A gala open day was organised in August, with over 20 stalls, raffles, games etc, and a jumble auction sale of gifts donated by friends of the branch boosted funds. With the help of the garden staff and support of the committee and friends a magnificent sum of approximately £3,195 was raised during 1987.

Reliable sources

With the kind permission of the headmaster of Oundle School, the Stahl Theatre was used to stage a successful fashion show organised by the **Oundle branch**. Belmara of Oundle, in conjunction with Burtons, presented the show to a full house and the event raised £750.

Broadstone branch raised more than £6,000 in 1987. Their flag day and Christmas fair made more than £2,000 and other special events sponsored and well supported by members, such as coffee mornings, farmers' supper, strawberry tea and fashion show helped boost the final figure.

Save Waste and Gain Paper Skips were manned by **Reading branch** members for three months during 1987. The amount of waste paper collected was



Following a sponsored race meeting organised by York Off Road Car Club at Stockton on Forest village hall, the club secretary Jenny Curzon presented a cheque for £349 to the RNLI. The RNLI Grand Prix for radio controlled 1/10th scale electric buggies attracted more than 40 drivers of all ages, who raced at speeds of over 30 mph around a specially designed track. The president's cup, donated by Captain and Mrs George Rymer, was presented to Terry Owen for raising the most sponsorship money. Winner of the two-wheel drive event was Nick Kendall of Kellington (left) and Mark Buckle of York who won the popular four wheel drive class.

then recycled and the money raised was split between other charities manning the skips, with Reading branch receiving £284.

Members of **Neston and Parkgate branch** committee enjoyed bridge lessons given by Mr H Mulholland who gave his services free, raising £130 for lifeboat funds.

Members of **Norwich ladies' guild** and their guests enjoyed a dinner dance held at The Hotel Norwich where an excellent tombola and raffle enabled the guild to raise approximately £1,000. This event was followed by the annual Christmas fair at the home of the branch president Viscountess Mackintosh of Halifax, where a further £837.67 was raised, a lovely ending to a very good year.

The small branch of **Westerham** had a successful 1987. Various fund raising



Frank Lawrence, second coxswain of St Helier lifeboat, competed in the Jersey half marathon and raised £400 for the RNLI, while his running partner Mrs Linda Cook raised a further £110. Frank and Linda are pictured presenting the combined cheque to Frank's wife, Olive, of the Jersey lifeboat guild watched by the chairman Mrs Peggy Huelin (left), vice-chairman Mrs Jan MacDonald (right) and Frank's grandson, Andrew Blake, aboard the St Helier lifeboat.

photograph by courtesy of Jersey Evening Post



The Whaley Bridge branch committee members and their spouses await the arrival of 500 local people who, over the last 12 years, have supported their annual ploughman's lunch held in the barn and grounds of Mrs A Leonard, the branch chairman. Last year's lunch raised a magnificent £2,200 for lifeboat funds.

events, a wine and cheese lunch, a valuation evening which raised £600, and a flag day all helped towards the £2,000-plus sent to headquarters last year.

The generous sum of £160 was donated to the **Llandoverly branch** by Mr J Jones who, together with six friends, undertook a sponsored cycle ride.

Taunton cider

A cheque for £1,000 was recently presented to the RNLI in Jersey by Taunton Cider. All the cash raised came from a charity collection on the Somerset Cider Company's stand at the Jersey Expo exhibition.

Anthology

The **Leicester ladies' guild** were recently honoured by the attendance of Michael Denison, CBE and his wife, Dulcie Gray, CBE who performed an anthology based on their careers. The event proved very popular and raised approximately £300 for the guild.



A lifeboat cake made by Mrs Ann Griffin of the West Bromwich and Wednesbury branch was the star attraction at the dinner and dance held by the branch at the Gala Suite, West Bromwich. Weighing 25lb the bottom layer, which represented the sea, was cut into 150 pieces for the guests and the lifeboat itself was taken to the Bromford Lane Old People's Home to be shared among the residents. The picture shows Mrs Gail Maybury, (secretary) and Mrs Irene Finch (chairman).

The Marlborough Club

Last year the Marlborough Club of Didcot chose the RNLI as its charity of the year and raised £6,500 from a sponsored cycle ride at Easter and a darts marathon in October. They have now decided to extend their patronage for a further year with the intention of raising at least a further £3,500 to fund a D class lifeboat. Their first event this year was a sponsored coach pull around Didcot.

Rotarians help

Following the appeal by the Sennen lifeboat committee for funds towards a new lifeboat, the Rotary Club of Truro

undertook a sponsored walk from St Ives to St Just and raised £450.

An idea that twiggled!

Seven-year-old Robin Parsons is to blame for a population explosion in Bere Ferrers, a hamlet near Plymouth. Robin kept two stick insects inside his mother's airing cupboard and they produced a surprise family of 90. But Robin, a member of Storm Force, was undaunted and decided to sell off the little insects at 10p each to raise money for the RNLI. His mother, Ann, a member of the Lifeboat Enthusiasts' Society, says the stick insects are still laying eggs and more homes will be needed for the little twigs!



Invitation only! By kind invitation of the crew, members of the Weymouth ladies' guild enjoyed a trip on the Weymouth lifeboat while she was on an exercise. The trip was intended as a token of thanks from the crew for all the hard work the ladies put into their fund raising efforts. Last year the guild achieved a record £14,500.

Pedal Power . . .



A bicycle made for eight! Eight members of HM Coastguard undertook to pedal from Chepstow to Penarth, a distance of 50 miles,



on a bicycle made for eight by Geoff Townsend. They raised over £1,000 for the RNLI and are pictured (left) on the machine and

(right) presenting the cheque to Penarth lifeboat crew.



Keith Deller, former world darts champion, assisted the Harwich lifeboat crew at the Hanover public house in counting the contents of a bottle amounting to a remarkable £1,360. The money had been raised by the landlord, Basil MacNess, and his regulars and a further £55 was raised by auctioning one of Keith's shirts. Keith also helped raise further funds for the RNLI by playing all-comers, while his wife sold signed photographs. From left, Paul Smith, Charlie Moll, Coxswain Peter Burwood, Keith Deller, Bob Ramplin, David Gilders and John Teatheredge.

photograph by courtesy of Orwell Photography



Taking the strain! With the help of the local Brownie pack Mr John Hunt, a senior railwayman at Lingfield, has raised over £1,500 for the RNLI during the past three years by supplying refreshments at the station, mainly on race days at Lingfield Park. This facility is not supplied by British Rail but John, who is a great supporter of the Institution, decided that commuters and race-goers alike would appreciate some refreshment at the end of their journey and he was certainly proved right! As can be seen from the photograph prices were very reasonable and the three young members of the 1st Dormansland Brownie pack thoroughly enjoyed their day.



On behalf of the Fleet Air Arm Officers' Association a cheque for £200 was presented to Derek Sargent, coxswain of the Weymouth lifeboat. Standing left to right, Bob Runyard, crew member, second officer Aly Husk, WRNS, Lt Cmdr Barney Morris, honorary secretary, Derek Sargent, Captain Chris Craig, commanding officer HMS Osprey and Captain Derek Dodge, public relations officer.

photograph by courtesy of HMS Osprey



A smashing time! Watched by crew members of the Aberdeen lifeboat, Mr Alister Yorston, district manager of United Rum Merchants and Norman Trewren, coxswain, broke open pub collection bottles for the RNLI. Aberdeen-based Watsons Rum has built its advertising campaign around the RNLI and, in addition to the cash in the bottles, the firm make a donation to the RNLI for every case of their rum sold. Already, £6,000 has been raised.

photograph by courtesy of Aberdeen Journals

More Fund Raising News on following pages



Pushing the boat out: Members of the running team based at the Green Man, Stamford pushed a 14ft dinghy, dressed as a lifeboat, around the Stamford Festival half marathon and raised £1,000 for the Stamford and District branch. Later in the year, in four teams of six operating in relays, they pushed the dinghy 70 miles from Stamford to Wells lifeboat station. This marathon push raised £2,500 from sponsorship and collections en route and was presented to the Wells lifeboat crew at a ceremony organised by Mr and Mrs D Ladd, publicans of the Green Man.

photograph by courtesy of Stamford Mercury



The Great Yarmouth and Gorleston ladies' guild held their annual lifeboat ball at the Ocean Room, Gorleston-on-Sea. Among the 530 guests were Lt Cdr Brian Miles, director of the RNLI, accompanied by his wife Anne, together with the Mayor and Mayoress of Great Yarmouth. The tombola appeal, a wine raffle and other money spinners raised over £2,500 towards lifeboat funds. The photograph shows (from left to right) Mr George Johnson, mayor of Great Yarmouth, Mrs Thelma Dowding, chairman of the Great Yarmouth & Gorleston ladies' guild and Lt Cdr Miles.

photograph by courtesy of Great Yarmouth Press Agency



The newly formed Nutley branch was given a fine start when Mike and Linda Balster of the William IV pub presented a cheque for £427 to Mrs Vera Riley, chairman of the branch, watched by members of the committee and Michael Ashley (extreme right), regional organiser for the south-east. The money was the proceeds of various fund raising activities.

photograph by courtesy of the Chronicle



And they're off! These happy toddlers took part in a race at a fun day organised at Endcliffe Park in aid of the City of Sheffield lifeboat appeal. Crowds of more than 5,000 turned up to see, among other things, a junior fancy dress competition, police displays and a free fall parachuting exhibition. Over £1,400 was raised, bringing the total for the appeal to £372,000, far exceeding the target of £300,000 which was reached in only nine months.

photograph by courtesy of The Star



Out of Wedlock! The oldest swinger in town, in the form of Fred Wedlock, who made the hit song a favourite with the medallion-wielding young-at-heart, provided an evening of all-round entertainment for the regulars of The Cross Inn, near Manningtree as the culmination of three months fund raising for the RNLI by the landlord, Mike Jarvis, his staff and the local Submariners Old Comrades Association. A cheque for £225 was presented to the Mistley and Manningtree branch. Left to right: Mrs Peggy Peeke, box secretary, husband Wilf Peeke, Robin Sharpe, area organiser for the eastern region, Mike Jarvis, landlord of The Cross Inn, and Fred Wedlock.



Children from the class of Mrs Harrison at Bodmin County Primary Infants' School acted out the Grace Darling story for the rest of the school and, after making a "mile of pennies", they collected over £52 for the Grace Darling Lifeboat Appeal.

photograph by courtesy of Clemens Photography



Ahoy there! It was all hands to the deck when members of Royston and District branch manned a stall at their local late-night shopping festivities last Christmas. It was a very cold night with temperatures around freezing but the small but dedicated committee, keen and eager to support any fund raising event, turned out regardless.

photograph by courtesy of Brian Maynard



Staff of the listening bank heard a plea for cash from the RNLI and raised more than £4,000 to help. Over 400 staff from 38 Midland Bank branches attended a sponsored skittles and snooker evening at the International Snooker Hall in Aston and raised a total of £4,250 which regional organiser Mr Richard Mann, pictured right, accepted from area manager Mr Ben Fleet at a presentation in the Bennetts Hill branch. In return Mr Mann gave the bank a thank-you plaque.

photograph by courtesy of Birmingham Evening Mail



Dry run for a lifeboat! Members of Romsey rugby club, along with other RNLI supporters from the Abbey Hotel, set off to pull a D class lifeboat through the town centre on Romsey branch flag day. The treasurer, Jim Holloway, was kept busy all day counting thousands of coins as the boxes regularly came in and the end result was £804.40, an increase of 42 per cent on last year's figure.

PHOTO FILE

All geared up . . .



The eighth annual pram race organised by Michael White from the King's Head public house in Sutton Valence, raised £450 for Maidstone Villages branch.

photograph by courtesy of Kent Messenger



Publican and prankster Geoff Atkinson is not the kind to throw the towel in when it comes to a bet. In fact, the landlord of the Fleece Inn at Holme is more likely to wear one! Geoff's latest stunt to raise money for the RNLI was to wear the specially-made suit of bar towels to the Houses of Parliament and hand a pint of bitter to his local MP Graham Riddick. All the cash he and his generous regulars raise in sponsorship goes towards the City of Sheffield lifeboat appeal and the Tetley brewery is sponsoring a host of events at the pub.

photograph by courtesy of Huddersfield Examiner

**Lifeboat Services
November and
December, 1987
January and February,
1988**

Aberystwyth, Dyfed
C class inflatable: December 24 and February 14

Aith, Shetland
Relief 52ft Arun: February 9

Aldeburgh, Suffolk
37ft 6in Rother: December 9 and January 28

Alderney, Channel Islands
Relief 44ft Waveney: November 11 and 27
44ft Waveney: December 19

Amble, Northumberland
44ft Waveney: November 25

Angle, Dyfed
47ft Tyne: January 17 and February 27

Anstruther, Fife
Relief 37ft Oakley: January 29 and 30

Appledore, North Devon
Atlantic 21: January 16, 18 and February 10

Arbroath, Angus
37ft 6in Rother: January 30 and 31

Arran (Lamlash), Buteshire
C class inflatable: December 8, 9 and January 10

Arranmore, Co Donegal
47ft Tyne: November 16 and December 3
Relief 47ft Tyne: January 5

Atlantic College (St Donat's Castle), South Glamorgan
Atlantic 21: November 1 and February 14

Ballycotton, Co Cork
52ft Arun: November 5, 6, December 12 and February 26

Baltimore, Co Cork
Relief 52ft Barnett: November 8

Bangor, Co Down
D class inflatable: November 15, December 16, 21, January 6, 13 and 24

Barmouth, Gwynedd
Relief 37ft 6in Rother: February 27

Barra Island, Inverness-shire
48ft 6in Solent: February 21

Barrow, Cumbria
47ft Tyne: December 5, 22 and 28 (twice)

Barry Dock, South Glamorgan
Relief 52ft Arun: January 17

Beaumaris, Gwynedd
Atlantic 21: December 25 and 29

Bembridge, Isle of Wight
47ft Tyne: December 1, 9, 19, 29 (twice), January 11 and 16

Berwick-upon-Tweed, Northumberland
Atlantic 21: February 7

Blackpool, Lancashire
D class inflatable: January 6 (three times)

Blyth, Northumberland
44ft Waveney: November 25
Relief 44ft Waveney: February 21

Bridlington, Humberside
37ft Oakley: January 5, 20, 31 and February 1
D class inflatable: November 14 and February 28

Brighton, East Sussex
Atlantic 21: November 25, December 6, 28, January 23 and February 28

Broughty Ferry (Dundee), Angus
52ft Arun: January 30 and 31

Buckie, Banffshire
52ft Arun: December 31

Burnham-on-Crouch, Essex
D class inflatable: January 8 and 17

Calshot, Hampshire
33ft Brede: November 27 and January 13

Cardigan, Dyfed
C class inflatable: November 15

Clacton-on-Sea, Essex
Atlantic 21: November 21, December 6 and February 7

Clogher Head, Co Lough
37ft Oakley: February 14

Clovelly, North Devon
70ft Clyde: November 22 and 26

Cleethorpes, Humberside
D class inflatable: November 5 (twice), December 1, 10 (twice), 15 and 28

Courtmacherry Harbour, Co Cork
48ft 6in Solent: January 15, 24, 25, 26, February 7 and 20

Criccieth, Gwynedd
C class inflatable: February 21

Cromer, Norfolk
47ft Tyne: February 8 and 19

Cullercoats, Tyne and Wear
C class inflatable: January 8

Donaghadee, Co Down
Relief 52ft Arun: December 8
52ft Arun: January 8

Dover, Kent
50ft Thames: November 11, 14, 19, 24 and 29

Dungeness, Kent
Relief 37ft 6in Rother: February 6 (twice)

Dun Laoghaire, Co Dublin
Relief 44ft Waveney: January 28 and 31

Dunmore East, Co Waterford
44ft Waveney: January 12, February 1 and 8

Eastbourne, East Sussex
37ft 6in Rother: November 1, 29 and December 20
D class inflatable: January 7 (twice), February 5, 6, 19 (twice), 20, 23 (twice), 26 and 29

Exmouth, South Devon
33ft Brede: December 13 (twice), 24, 26 (twice) and January 10
D class inflatable: November 25, December 2, 13 (twice) and 24

Eyemouth, Berwickshire
44ft Waveney: January 30 (twice)

Falmouth, Cornwall
Relief 52ft Arun: November 15 and February 2

Atlantic 21: November 15 and February 2

Filey, North Yorkshire
37ft Oakley: November 16, 30, December 20 and January 31

Flamborough, Humberside
37ft Oakley: November 11, December 5, January 12, 28 and February 9

Fleetwood, Lancashire
Relief 44ft Waveney: November 28 (twice)
44ft Waveney: December 22, January 6, 10 and 16
D class inflatable: November 22, December 22, February 9, 19 and 21

Flint, Clwyd
D class inflatable: November 1, 16, 18, December 2 and January 6

Fraserburgh, Aberdeenshire
Relief 47ft Tyne: November 1
47ft Tyne: February 14

Galway Bay, Co Galway
52ft Arun: November 1, 18, 22, 29, December 17, 25, 27, January 26 (twice) and February 9

Girvan, Ayrshire
33ft Brede: November 10, 27, December 30 and January 25

Great Yarmouth and Gorleston, Norfolk
Relief 44ft Waveney: November 1 and 15
Atlantic 21: November 4, January 2, 10 and February 13

Hartlepool, Cleveland
44ft Waveney: November 29 and January 30 (twice)
Atlantic 21: November 12, 16, December 5, 29 and February 13

Harwich, Essex
44ft Waveney: November 2, 26, 28, January 17 and 27
Atlantic 21: November 13, December 24, January 1, 7, 17, 18, 20, 24, 30 (twice) and February 16 (twice)

Hastings, East Sussex
37ft Oakley: November 19, December 3, February 6, 21 and 26
D class inflatable: November 2, 13, December 11, February 7, 20 (twice) and 26

Hayling Island, Hampshire
Atlantic 21: December 20, January 17 and February 28

Helensburgh, Dunbartonshire
Atlantic 21: November 23 and January 16

Holyhead, Gwynedd
47ft Tyne: November 15, January 9, 26 and February 7
D class inflatable: November 8

Howth, Co Dublin
52ft Arun: November 3, 12, 28 and December 27

Hoylake, Merseyside
37ft 6in Rother: January 3, 6 and 26

Humber, Humberside
52ft Arun: November 5, December 1, 5, 16, January 7, February 1, 8 and 19 (twice)

Hunstanton, Norfolk
Atlantic 21: December 27 and February 7

Ilfracombe, North Devon
37ft Oakley: January 27

Invergordon, Ross-shire
33ft Brede: November 24 and December 9

Islay, Argyllshire
50ft Thames: November 11, 26, 29 and December 6
Relief 52ft Arun: January 23, 27 and February 7

Kinghorn, Fife
C class inflatable: February 7

Kirkwall, Orkney
70ft Clyde: November 22, December 31 and January 1

Largs, Ayrshire
Atlantic 21: November 8 (twice), 28 (twice), 29, December 27 (twice), January 3 (twice), 9 and February 14 (twice)

Lerwick, Shetland
52ft Arun: December 14, 17 and January 4

Littlehampton, West Sussex
Atlantic 21: November 5, 15, 16, December 11, January 21 and February 20

Llandudno (Orme's Head), Gwynedd
37ft Oakley: January 26
D class inflatable: December 1 and February 16

Longhope, Orkney
48ft 6in Solent: January 19

Lowestoft, Suffolk
47ft Tyne: November 15 and 19

Lyme Regis, Dorset
Atlantic 21: December 22 and January 15 (three times)

Lymington, Hampshire
Atlantic 21: December 13 and February 28

Lytham St Annes, Lancashire
47ft Watson: November 4, 8 and January 6
D class inflatable: November 8 and January 6 and February 21

Mallaig, Inverness-shire
52ft Arun: November 25, December 9, 15, January 3, 6 and February 14

Margate, Kent
D class inflatable: November 9, December 1, January 20 and February 6

Minehead, Somerset
Atlantic 21: November 3, December 22, January 30 and February 21

Montrose, Angus
48ft 6in Solent: December 17

Morecambe, Lancashire
D class inflatable: December 29

Mudford, Dorset
C class inflatable: November 29, December 13 and February 13

The Mumbles, West Glamorgan
47ft Tyne: November 26, December 8, January 8 and 11

Newbiggin, Northumberland
Atlantic 21: January 9 and 30

New Brighton, Merseyside
Atlantic 21: November 4, December 13 and January 23

Newhaven, East Sussex
52ft Arun: November 11, 26, January 3, February 18 and 19

Newquay, Cornwall
C class inflatable: November 25, January 10, 11, February 16 and 17

North Sunderland, Northumberland
37ft Oakley: November 18, 26, December 20, January 25, 26, 30 (twice) and February 27

Oban, Argyllshire
Relief 33ft Brede: November 2, 7, 15, 22, 29, December 10, 11, 13, February 2 (twice), 4, 5 and 24

Padstow, Cornwall
47ft Tyne: January 10, 11 and February 12

Peel, Isle of Man
Atlantic 21: November 24 and 28

Penarth, Cornwall
D class inflatable: November 18 (twice), December 6, 18, 29 (twice), January 13 and February 14

Penlee, Cornwall
52ft Arun: December 31, February 10 and 28

Peterhead, Aberdeenshire
47ft Tyne: February 19

Plymouth, South Devon
Relief 44ft Waveney: December 27
52ft Arun: January 26 and February 7

Poole, Dorset
33ft Brede: November 3, 5, 6, 14, 24, December 6, 13 (twice), January 16, 17, 24, February 21 and 28
D class inflatable: November 3, 5, 6, 24, December 6, 13 (twice), January 16, 17, 24 and February 28

Porthcawl, Mid Glamorgan
D class inflatable: February 29

Porthdinllaen, Gwynedd
47ft Tyne: November 6 and February 1

Portpatrick, Wigtownshire
48ft 6in Solent: November 5 and January 16

Portrush, Co Antrim
52ft Arun: November 6, 29, December 5, 6 and February 27

Portsmouth (Langstone Harbour), Hampshire
Atlantic 21: November 5 (twice), 8, 22 (three times), December 6, 9, 13, 27, January 1, 10, 24 and February 28
D class inflatable: November 22 (three times)

Port St Mary, Isle of Man
54ft Arun: December 3

Port Talbot, West Glamorgan
D class inflatable: December 8

Pwllheli, Gwynedd
Relief 37ft Oakley: January 11

Queensferry, West Lothian
Atlantic 21: November 24, December 26, January 19, February 7 and 21

Ramsey, Isle of Man
37ft Oakley: November 29

Ramsgate, Kent
44ft Waveney: November 1, December 17, 26 and January 23
Atlantic 21: November 11, 15, 17, 27, December 11, January 6 and 23

Redcar, Cleveland
Atlantic 21: November 1, 18, 19, 22, December 4, January 17, February 14 and 19

Rosslare Harbour, Co Wexford
Relief 52ft Arun: January 10

Rye Harbour, East Sussex
C class inflatable: November 24 and January 9 (twice)

St Bees, Cumbria
C class inflatable: November 26 and February 20

St Catherine, Channel Islands
C class inflatable: November 15, 16, January 3 and 23

St Helier, Channel Islands
44ft Waveney: November 7 and 22
Relief 44ft Waveney: December 27 (twice) and January 9

St Ives, Cornwall
37ft Oakley: December 11, January 18, February 6 and 24
C class inflatable: November 17, 19, 27, December 6, January 12, 29, February 6, 7, 16 (twice) and 20

St Mary's, Isles of Scilly
52ft Arun: November 19

St Peter Port, Channel Islands
52ft Arun: December 12, January 9, 22 and 23

Scarborough, North Yorkshire
37ft Oakley: November 15, 30, December 5, 6, 7, January 6 (twice), 8, February 13, 18 and 23

Selsey, West Sussex
47ft Tyne: January 21 and February 15

Sheerness, Kent
44ft Waveney: November 8, December 3, 6 (twice) and January 17
D class inflatable: November 1, 22, December 8, 28, January 2, February 17 (twice), 21 (three times) and 28

Shoreham Harbour, West Sussex
47ft Watson: January 17
D class inflatable: December 6

Silloth, Cumbria
Atlantic 21: November 7, 25 and December 17

Skegness, Lincolnshire
Relief 37ft Oakley: November 9
D class inflatable: November 9

Skerries, Co Dublin
D class inflatable: November 1

Southend-on-Sea, Essex
Atlantic 21: December 6, January 2, 13, 17 and February 29
D class inflatable: January 2, 10, 17, February 5 and 29

Southwold, Suffolk
Atlantic 21: November 28, December 12 and January 15

Staithes and Runswick, North Yorkshire
Atlantic 21: November 27 and January 3

Stornoway (Lewis), Ross-shire
52ft Arun: January 25 and February 13

Stranraer, Wigtownshire
D class inflatable: November 23

Stromness, Orkney
52ft Arun: February 14

Sunderland, Tyne and Wear
47ft Watson: November 3, December 18, 25, January 3, 26, 31, February 15 and 22

Swanage, Dorset
37ft 6in Rother: November 16 and January 22

Teemouth, Cleveland
47ft Tyne: November 29 and February 21

Tenby, Dyfed
47ft Tyne: November 15
D class inflatable: November 15 and February 14

Thurso, Caithness
48ft 6in Solent: November 26, January 9 and 29

Torbay, South Devon
54ft Arun: December 16 and January 24

Troon, Ayrshire
52ft Arun: February 1 and 24

Tynemouth, Tyne and Wear
52ft Arun: January 28
D class inflatable: November 18 and December 22

Valentia, Co Kerry
52ft Arun: November 8 and December 2

Walmer, Kent
Relief 42ft Beach: December 6, 17 and January 10 (twice)

Walton and Frinton, Essex
48ft 6in Solent: November 11, December 31, January 17 and 23

Wells, Norfolk
Relief 37ft Oakley: December 5 and February 1

West Kirby, Merseyside
D class inflatable: November 4, 11 (twice), 18, January 3, 6 and 23

West Mersea, Essex
Atlantic 21: November 2, 13 and December 6

Weston-super-Mare, Avon
D class inflatable: November 4, December 15, 19 and February 13
Atlantic 21: December 15 and 19

Weymouth, Dorset
Relief 54ft Arun: December 19 and January 15

Whitby, North Yorkshire
44ft Waveney: November 18, 25, 26, February 3 and 14

Wicklow, Co Wicklow
Relief 46ft 9in Watson: November 8 and December 6

Workington, Cumbria
Relief 46ft 9in Watson: November 6
47ft Watson: December 17

Yarmouth, Isle of Wight
52ft Arun: November 1, 9, 16, January 11 and February 13

Youghal, Co Cork
Atlantic 21: January 25

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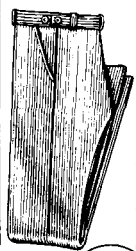
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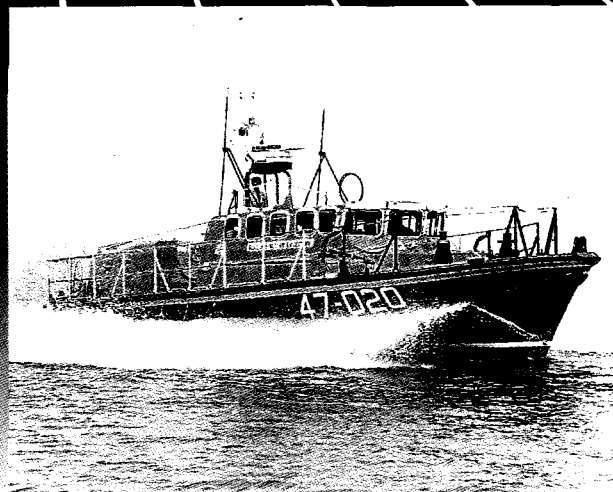


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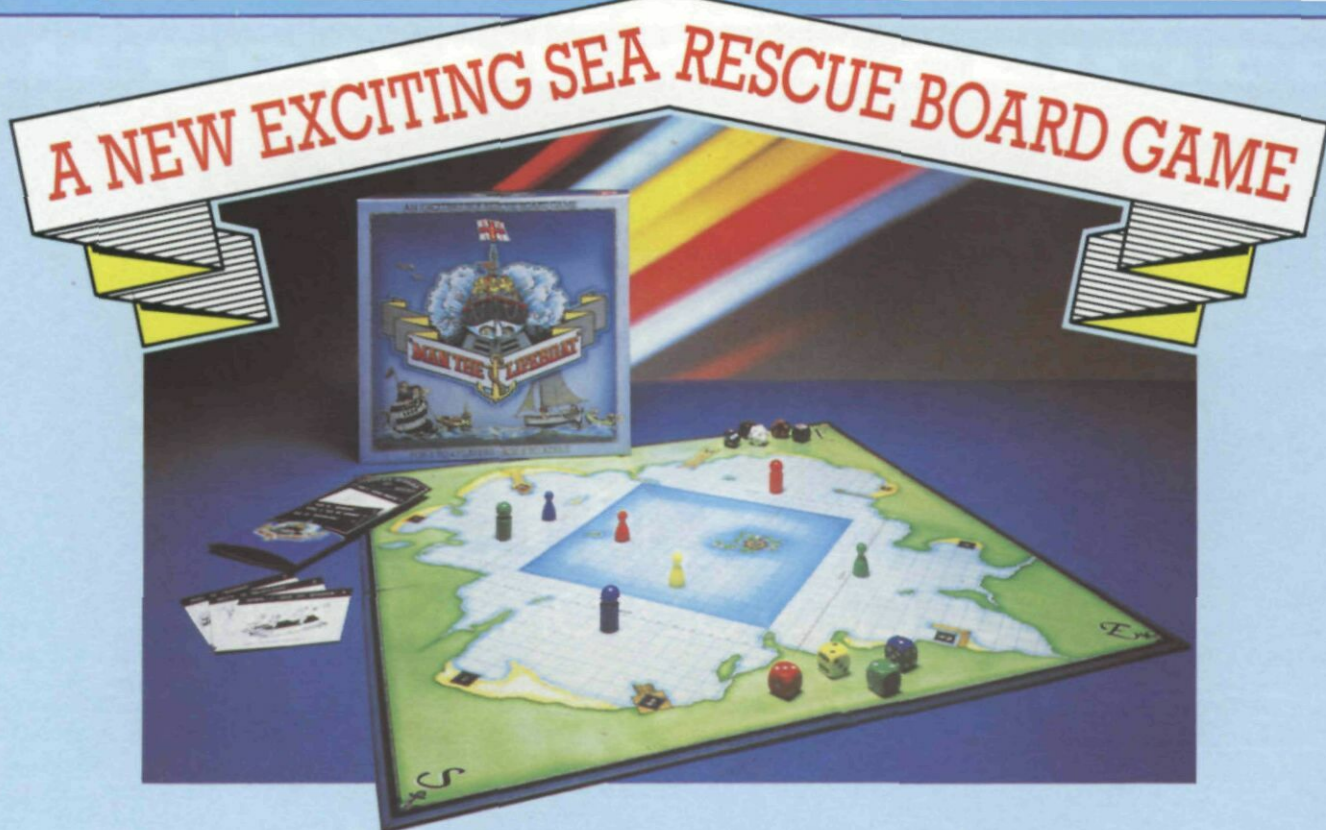


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