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The Lifeboat

Winter 1988/89

Royal National
Lifeboat
Institution



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Volume 51
Number 506

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COVER PICTURE

by Dave Trotter

The launch of Padstow's Oakley class lifeboat featured in many RNLI publications and posters, but this is the scene brought up to date as 47-002, relief Tyne class *Sam and Joan Woods*, is launched during the summer of 1988.

Tyne class 47-003 *James Burrough* is now stationed at Padstow.

Next Issue: The Spring issue of THE LIFEBOAT will appear in April 1989, and news items should be sent by the end of January 1989.

All material submitted for consideration with a view to publication should be addressed to *The Editor, THE LIFEBOAT*, Royal National Lifeboat Institution, West Quay Road, Poole, Dorset BH15 1HZ.

Photographs intended for return should be accompanied by a stamped, addressed envelope.

Subscription: A year's subscription for four issues costs £5.00, including postage, but those who are entitled to receive THE LIFEBOAT free of charge will continue to do so.

Overseas subscriptions depend on the cost of postage to the country concerned. Write to the RNLI, West Quay Road, Poole, Dorset BH15 1HZ.

Printed by the Friary Press, Bridport Road,
Dorchester, Dorset

Royal visit for Penlee crew



HRH Princess Diana, the Duchess of Cornwall, met members of the crew of the Penlee lifeboat during her official visit to Newlyn, where she officially opened the town's new £1m fish market.

The Princess visited the area on 30 June, and flew to RAF Culdrose before visiting locations around Penzance and Newlyn.

She is pictured greeting the Penlee crew during her visit.

The Institution's 1989 AGM

The 1989 annual meetings of the RNLI will be held on Tuesday, May 16 at the South Bank, London.

The governors' annual general meeting will take place in the Queen Elizabeth Hall at 1130, and the annual presentation of awards to lifeboatmen and honorary workers will be held at 1430 in the Royal Festival Hall.

All governors of the RNLI should find an application form for both meetings enclosed with this issue of *THE LIFEBOAT*. Should any governor who wishes to attend the meetings not receive a form please write to The Director, RNLI, West Quay Road, Poole, Dorset BH15 1HZ.

There is no need to return the form if you will *not* be attending the meeting or do not wish to receive the annual report and accounts.

Branches and guilds will receive details of how to apply for tickets to the presentation of awards from their regional offices, and other supporters who wish to attend the presentation should write to The Director at the above address.

Duke of Northumberland

The Treasurer of the RNLI, Lord Hugh Algernon Percy KG GCMG PC TD FRSE, the 10th Duke of Northumberland died at his London home on Tuesday 11 November at the age of 74.

Memorial services were held at Westminster Abbey on 18 November and at the Cathedral Church of St Nicholas, Newcastle upon Tyne, and St Michael's Church, Alnwick on 22 November.

The Duke had been Treasurer of the Institution since 1953, having first been opted on to the Committee of Management in 1949 and becoming Vice President in 1953.

Dukes of Northumberland have played an important role in the Institution's affairs for more than 130 years, Algernon, the Fourth Duke, was the Institution's second President from 1852 to 1865, Algernon George, the Sixth Duke, was the third president from 1866 to 1899 and Henry George, the Seventh Duke, the fifth President from 1911 to 1918.

The Eighth Duke, Alan, was a member of the Committee of Management and a Vice President.

Newspoint

Top of the bill

The November announcement by the Charities Aid Foundation that the RNLI was number one in the 1987 charities' 'top ten' is fitting recognition of the hard work put in by fund raisers throughout the country, and of the generosity of the Institution's supporters and benefactors.

However, the Charities Aid Foundation's top ten position reflects only the money raised during the year, while what really counts is simply whether that money was sufficient to carry out the job the RNLI is required to do.

The cost of the service during 1987 was high, as it was in 1988 and will be in the future while the Institution presses ahead with its expensive, and very necessary, fast lifeboat programme. All our fund raising efforts have been geared to that need.

Thanks to everyone's efforts the RNLI did have enough to meet its needs for 1987, and for 1988 – but that need is a recurring one, and 1989 brings the same pressures to run the existing service and provide for an efficient one in the future.

The efforts of the RNLI's fund raisers are deserving of the recognition, but comparisons with other charities can be invidious. Although the RNLI can take pride in its obvious high standing in the public eye it is the job in hand which counts, and the funds to carry it out.

Top honours for crews

Lifeboat crews took two top awards at the annual Silk Cut Nautical Awards when the winners were announced at the Dorchester Hotel, London on 24 November 1988.

The national Rescue Award went to the crew of the Dover lifeboat for the Silver Medal service to the cargo vessel *Sumnia* in the October 1987 hurricane, and the Seamanship Award was presented to the coxswain and helmsman of Whitby's two lifeboats, Peter Thomson and Nicholas Botham, for their Bronze Medal services to a yacht on 9 April 1988.

The helmsmen of Blackpool's two D class inflatables were also on the short-list for the Seamanship Award.

On show in Bristol

The Daily Express West of England Boat Show at Bristol in March 1989 has provided the RNLI with space afloat and ashore.

The organisers, who include Vice Admiral Sir Robert Gerken, president of the Plymouth station, and Fred Jackson, a member of the Plymouth lifeboat crew, have invited all lifeboat crew members to visit the show – with free entry on proof of identity.

Ferry plans tested

Dover's 50ft Thames class lifeboat *Rotary Service* and the latest Mersey class fast carriage boat, which was undergoing station evaluation trials at Dungeness, took part in a major Anglo-French evacuation exercise on 4 October 1988.

The exercise, Manhex '88, involved the practice evacuation of 300 people - French servicemen and British police officers - from the French cross-Channel ferry *Champs Elysees*, which was in the inshore traffic zone off Calais.

Coastguard, helicopters, a hovercraft, police, fire, ambulance personnel and local authorities were involved in the evacuation, which, although based on existing emergency maritime emergency procedures, tested new post-Zeebrugge disaster plans for the first time in a real-life situation.

The RNLI organised the first, large-scale practice evacuation in 1986, from the Sally line ferry *Viking*.

Lifetime Funds

The 'Bardic Brooch', which has links with the lifeboat service going back almost 65 years, was auctioned in Cornwall recently to benefit the Lizard lifeboat - and will now be returning to the station at some time in the future to continue its link with the service.

The brooch takes its name from an incident in August 1924, when the steamship *Bardic* went ashore in thick fog on the Menheere Rock, and the Lizard lifeboat *Frederick H. Pilley* rescued the 93 people on board.

Eight of the survivors were cared for by Ethel Tiddy at nearby Pentreath, and when they returned to their native Liverpool they sent Mrs Tiddy a gold, opal and diamond brooch to show their gratitude.

Last year Mrs Tiddy's granddaughter, Joyce Holmwood, presented the £200 brooch to the Lizard station branch, so that it could be sold to raise funds for the lifeboat.

It was auctioned in Penzance during July last year, and was knocked down to a lady from Trevellas in Cornwall for £320.

A few weeks later the branch received a letter from the buyer, Mrs George, who told them that she is also a lifeboat supporter. Mrs George assured the branch that the Bardic Brooch would be returned to The Lizard station on her death, so that it could be auctioned once again and perhaps become a perpetual source of income.

Lifeboat Saturdays

The 100th anniversary of the first 'Lifeboat Saturday', the forerunner of Lifeboat Days and all charity flag days, falls in 1991, and the RNLI is planning several events to commemorate the occasion.

If anyone has copies of a publication entitled 'Lifeboat Saturday, Illustrated', first published in 1894, the Institution would be most grateful to receive them to add to its archives.

Icelandic visitors



Five young visitors from Slysavarnafelag Islands (top row) with five members of Storm Force aboard a Tyne class lifeboat ready for their trip afloat. (Photo Bournemouth Evening Echo)

A party from Slysavarnafelag Islands, the national lifesaving association of Iceland, headed by its director Captain Hannes Hafstein, visited RNLI headquarters at Poole on 25 and 26 August 1988.

Included in the party were five children aged between 11 and 14, winners of an essay competition held as part of last year's celebrations of Slysavarnafelag Islands 60th anniversary.

The prizewinners, members of the life-

saving association's children's club, met five of their British counterparts, local members of Storm Force, the RNLI's club for the under 16s.

The young visitors' programme included a full tour of the RNLI's headquarters and depot, a trip on a new Tyne class lifeboat, a visit to Swanage lifeboat station with local Storm Force members and a visit to the RNLI's inflatable lifeboat base at East Cowes, Isle of Wight.

Royal escort

Torbay's two lifeboats, the *Arun Edward Bridges* (Civil Service No. 37) and the D class inflatable *Alfred George Martin*, played a large part in the celebrations to welcome Her Majesty the Queen and HRH Prince Philip when they visited the area on 20 and 21 July. The Queen and Prince Philip's visit was part of the tercentenary celebrations of the landing of Prince William of Orange at Brixham in 1688.

The Royal Yacht *Britannia* anchored off Torquay on the afternoon of 20 July, and the *Arun* escorted the royal barge through the hundreds of welcoming boats as the royal party was ferried to and from the shore.

The following day *Britannia* moved to an anchorage off Brixham, and both the *Arun* and inflatable stood by as more than 300 boats of all kinds sailed past with the royal party taking the salute.

Later in the morning *Edward Bridges* once again escorted the royal barge ashore, this time to Brixham where the Queen and Prince Philip watched a re-enactment of the historic landing of 1688.

Later the royal party took part in a walk-about ashore, accompanied by the current Prince Willem of Holland, and spoke to the station honorary secretary, Tony Smith and members of the lifeboat crews and their wives before being escorted back aboard *Britannia* by both lifeboats.

After a lunch on board the royal yacht Prince Philip asked Tony Smith to convey to the crews 'how impressed he was with the smartness, seamanship and efficiency of the Torbay lifeboats while escorting the royal barge' and to thank them for attending.

Pride of place

Mr Charles Gill, president of Douglas Branch, together with other senior officials of the branch and Douglas Ladies' Guild, presented the Mayor of Douglas, Councillor Mike Shimmin with an RNLI plaque to thank the town for its continued help since the first lifeboat station was established in the town in 1802.

It was in 1824 that one of the crew, Sir William Hillary, founded the RNLI, and at the presentation the Mayor commented on the town's pride in its long connection with the lifeboat service.

The plaque, inscribed with the words 'with grateful thanks', will be placed in a position of honour above the original drawing of the Douglas town crest hanging in the Mayor's Parlour.

More Merseys on order

Following the introduction and successful trials of the first two Mersey class fast, carriage-launched lifeboats eight further boats have been ordered by the Institution.

Grace Darling memorial

RNLI president, the Duke of Kent, accompanied by the chairman, the Duke of Atholl, and deputy director Ray Kipling visited the Northumbria coast on 7 September – the 150th anniversary of Grace Darling's epic rescue – to take part in a special memorial service and lay a wreath at sea.

On the Duke's arrival at North Sunderland the Lord Lieutenant, Viscount Ridley introduced civic officials, and the Duke of Atholl introduced officials of the lifeboat station, Ladies Guild and the local Grace Darling Appeal.

Coxswain Robert Douglas invited the president to accompany them to sea on the Oakley class *Edward and Mary Lester* to lay a wreath near the Big Harcar, where the rescue took place. A large flotilla of boats sailed in company with the lifeboat, shepherded by the Northumbrian police launch.

The royal party took part in a memorial service at Bamburgh parish church attended by 300 supporters which was joined by the Duke of Northumberland, sadly his last official duty on behalf of the RNLI.

Anniversary visit

One of the RNLI's newest lifeboats, the Tyne class *Voluntary Worker* was on show in Ostend from 26 to 30 October when she visited Belgium for the 150th anniversary of the founding of the Belgian Sea Rescue Service.

Lifeboats from other members of the International Lifeboat Federation were also on display during the celebrations, and to mark the occasion the Duke of Atholl, chairman of the RNLI, presented the Belgian service with one of the Institution's gold medals.

The presentation was made at a celebration dinner attended by representatives of 11 of the ILF's member countries.

RNLI president goes to sea on his namesake



The Duke of Kent (centre) watches as the Rother class *Duke of Kent* is brought ashore after his trip in fresh conditions. He was accompanied by the RNLI's director, Lt Cdr Brian Miles (centre left) and the chief of operations Capt George Cooper (far left). (Picture Brighton Evening Argus)

His Royal Highness the Duke of Kent, the president of the RNLI, visited Eastbourne lifeboat station on Monday 26 September, where he was greeted by the Lord Lieutenant of East Sussex, the Marquis of Abergavenny and the RNLI's director Lt Cdr Brian Miles and chief of operations Capt George Cooper.

The Duke was later able to take a trip on board the Rother class *Duke of Kent*, which he had named in 1979 but had been unable to visit since, in Force 6 winds and a sizeable sea. Coxswain Graham Cole said later 'There were pretty rough seas today so he had quite a ride, but the Duke is a good seaman.'

Seafarers' service

Three lifeboatmen from Aberdovey represented the Institution's 3,000 volunteer crew members at the annual National Service for Seafarers at St Paul's Cathedral on Wednesday 19 October 1988.

Paul Edwards was the colour bearer, escorted by David Williams and Charles Bartlett, and the service was also attended by deputy chairman Michael Vernon, the director Lt Cdr Brian Miles and deputy director Ray Kipling.

Lease of life

Penzance's third lifeboat station, which was built in 1885 and closed in 1917 after the station had been moved to Newlyn and then Penlee, is having a new lease of life serving the RNLI.

Penlee and Penzance branch has rented the listed granite building from Penwith District Council as a base from which to sell souvenirs during the tourist season.

The building has a small belfry which was used to call the crew.

High and dry

Visitors to Land's End, Cornwall, will be able to see the famous landmark's own lifeboat – and there is no chance that she will be out on service when they arrive.

The 48ft 6in Oakley *James and Catherine Macfarlane* will be high and dry as a static exhibit, following an agreement between Land's End's owner Peter de Savary and the RNLI for the boat to be loaned for exhibition at the new £3m leisure centre there.

Buy a Voluntary Worker

Westcliff Gallery, the company which offered to paint your own boat in the Autumn issue of *THE LIFEBOAT*, has painted a 24in by 36in portrait of the Tyne class *Voluntary Worker* 'on spec', which is available to readers. Full details and price from the gallery at the address in their advertisement.

Ringing the changes on the Humber

A colour photograph of Humber's Arun class *Kenneth Thelwall* will be sent to most households in the Scarborough, Bridlington and Holderness area next year – on the cover of the area's phone book.

The photograph will be a further boost to public awareness of the RNLI in the area, and Phone Book manager, John Stather says the picture was obtained thanks to the 'tremendous co-operation' of the Spurn Point crew. He plans to present each of them with a copy of the photograph.



The photograph of Humber's Arun *Kenneth Thelwall* which will illustrate the phone book cover in full colour

From the Director

Lt Cdr Brian Miles, Director of the RNLI, looks back on 1988 – and forward to 1989



I was very pleased to include a message in the Winter issue of *THE LIFEBOAT* last year, and I am delighted to do so again.

I mentioned last year various developments in lifeboat design which were being undertaken, and it is encouraging to report on some worthwhile progress during 1988.

At the Annual General Meeting in 1986, the chairman, His Grace the Duke of Atholl, stated that the RNLI intended to complete the provision of fast lifeboats to the coast before the end of 1993. This was a bold forecast and I am glad to say that we still remain firmly on course to ensure that it is fulfilled.

One outstanding problem that needed to be resolved over this last year was the completion of the fast carriage lifeboat evaluation trials.

The new class was designed to succeed the 37ft Oakley and Rother classes, primarily for service at stations where the lifeboat is launched by carriage and tractor. Trials extended over a long period and, as with any new class of lifeboat, were rigorous in the extreme as we are determined that any new lifeboat will be as near perfect as we can make it before it enters service on the coast.

Inevitably some problems were experienced, but without undue delay these were overcome and at the special press day held at Hastings in July we were able to announce that the new class was to be named Mersey, and that we would be placing orders for the first batch of Mersey class lifeboats before the end of 1988.

New lifeboats

Although we are now confident that fast lifeboats will be in service in 1993, it will never be possible, either now or in the future, to relax our efforts. Detailed thought is already being given to the design of two new classes of fast lifeboat. These will embody all the experience we have gained with our present classes and will take advantage of modern technology.

We are planning to launch a prototype of one of these new lifeboats for extended trials within a year and, again, these will be exhaustive and will include opportunities for lifeboat crew members to experience the boat so that we can benefit from their advice and practical experience.

From a fund raising point of view we continue to receive magnificent support, and we can be proud that the RNLI continues to enjoy such high standing nationwide. Continuing efforts will be made to utilise the financial resources of the RNLI in the most effective way, and principally to ensure that the largest possible proportion is expended on the provision of lifeboats and equipment for the coast.



The Mersey class fast carriage-launched lifeboat

'We are on course to complete the provision of fast lifeboats by 1993'

The RNLI remains deeply conscious of the enormous debt it owes to the great multitude of people who support it so generously. However, this is another area where we will never be able to relax our efforts and we continue to consider additional ways of attracting support for the RNLI in the future.

An example has been the successful Access credit card promotion which we have undertaken in conjunction with the Royal Bank of Scotland. This has attracted many complimentary comments from our supporters, but also a few critical ones too! This reminds us always to ensure that any new fund raising scheme is considered carefully so that we can be confident it is suitable for the RNLI and that it will find approval with our supporters.

Magnificent spirit

During the past year I accompanied the chairman on visits to Iceland and Belgium to celebrate special anniversaries of the lifeboat services in these two countries. These visits provide marvellous opportunities to share our knowledge and experience with our friends and colleagues in overseas lifeboat services and I believe the RNLI benefits enormously from these contacts.

Finally, in my message last year I referred to the pride of service, the enthusiasm and the dedication that are so evident throughout the RNLI and that they must never be taken for granted. During the numerous visits I have undertaken to the coast and to meet our supporters and fund raisers during my first year as director, I have experienced at first hand the magnificent spirit that exists within the RNLI. All of us who are privileged to work for the Institution are conscious of this spirit, and it strengthens us in our determination to provide the best possible support for all those who in so many different ways do their utmost to maintain the RNLI's high standing.

I am delighted to have this further opportunity of expressing my personal thanks to everyone involved with the RNLI in whatever capacity and also extend every good wish for the year ahead.

Lifeboat Services



15 PEOPLE SAVED FROM GROUNDED VESSELS IN TWO SERVICES

Cadets and yachtsmen saved by Arun's Y-boat

Force 5 onshore winds made life difficult for the crew of Troon's Arun *City of Glasgow III* when they had to launch their Y-boat twice during July to take survivors off a lee shore.

The first launch was on 14 July 1988 when ten people were rescued from a launch on loan to Ayr Sea Cadet Corps, and the second rescue was on 29 July when five sailors were taken off a Belgian yacht.

The two men who crewed the inflatable on the first occasion, David Seaward and Stephen Aspin have received letters of thanks from the chief of operations for their part in the service, and David Seaward and Andrew McCormick have also been praised by the honorary secretary for their work in 'broken water and arduous conditions' during the second rescue.

Ashore

It was 2147 on 14 July when the coastguard first reported that a 30ft vessel with members of Ayr Sea Cadets on board was ashore just south of Ayr harbour. A 6ft to 8ft sea was running and a pilot launch which was standing by at the scene could not approach as there was insufficient water around the casualty.

The lifeboat left on service at 2154 and was at the scene by 2215, when the Y-boat was launched to enter the shallow water and

Troon – Scotland South Division

broken surf around the MoD vessel, which was on loan to the Cadets. She was aground, but her anchor was holding and keeping her from being driven further ashore.

The Y-boat had to enter very turbulent surf over rocks on a lee shore, come alongside the casualty and ferry seven children – all girls of 14 or under – and one adult back to the lifeboat, a task which was achieved skilfully and without any injuries.

It was discovered that there had been more people aboard the casualty, but that four of them, three children and an adult, had inadvisably swum ashore before the lifeboat arrived.

A crew member was left on board the

casualty, with two remaining adults, while *City of Glasgow III* ferried the seven girls and one adult the short distance to Ayr Harbour. The girls were cold, wet and frightened, but otherwise unharmed.

With the survivors safely ashore the lifeboat returned to the scene, where the Y-boat and pilot launch had been standing by. The inflatable passed a towline at 2249, but the casualty's anchor could not be broken out and eventually the chain had to be cut with bolt croppers from the lifeboat's 'crash kit'.

The launch was finally towed to Ayr and berthed safely at 2310, but *City of Glasgow* did not leave until almost 2400, reaching her station at 0030. By 0045 she was refuelled and ready for service again.

Shallow

The Y-boat was in action again on 29 July when the Belgian yacht *Bassurelle* was driven ashore south of Irvine Harbour and fired flares which were spotted by the coastguard.

The yacht was fairly close to the station, and in just over ten minutes after the 1404 call *City of Glasgow III* had reached the scene, to find the yacht in shallow water and bumping badly as she was driven further on to the lee shore.

The water around the casualty was far too shallow for the Arun, so the Y-boat was launched to take off the five-man crew.

In the rough conditions and broken water around the grounded yacht the Y-boat's outboard propeller hit an obstruction, breaking the shear-pin and leaving the boat helpless in the confused seas. As the powerless inflatable was blown ashore into the breakers, crew member David Seaward had to go overboard to bring it and its crew safely to the beach.

Kedge

Once ashore the police and coastguard mobile took over the care of the yacht's crew while the Y-boat crew replaced the shear-pin with the spare carried on board.

At 1442, with the engine back in working order, the inflatable was launched into the surf again and was able to lay out a kedge before returning to the Arun at 1458.

No sooner had the Y-boat been recovered and *City of Glasgow III* set on course for her station than the crew were told that a sailboat seemed to be in trouble off Saltcoats beach. Fortunately while the lifeboat was on her way to the scene the boardsailor managed to make his own way ashore, and the lifeboat returned to Troon harbour at 1547.

City of Glasgow III's Y-boat takes five Belgian yachtsmen off the yacht *Bassurelle* after she had been driven aground by onshore winds. (Photo courtesy John Keachie)



Deep water 'rocks' sink yacht

Donaghadee

Ireland Division

Donaghadee's Arun class lifeboat *City of Belfast* was called to an unusual incident on 2 July 1988 when a Mayday call was heard from a sinking yacht at 0115.

The call was from a yacht which reported that she had hit 'rocks' 12 miles north of the Maidens, in an area where there is more than 100m of water.

Minutes later HMS *Battleaxe* responded to a relay of the Mayday by Clyde MRCC and, as she was only two miles from the incident, she set off for the casualty.

Half-an-hour later *Battleaxe* had a boat alongside the four survivors' liferaft – the yacht having sunk in the meantime – and they were taken aboard the warship for medical attention.

Just less than an hour later, at 0240, the Arun arrived after a 20 mile passage, and the survivors were transferred to her and landed safely at Larne by 0333.

The explanation for the deep water 'rocks' was later found to be connected with the legend 'Submarine Exercise Area' on the chart – the yacht was believed to have collided with the periscope of a submarine.

Lymington

South East Division

Following the service to a yacht aground on the Shingles Bank, featured in the Autumn issue, the chairman of the RNLI has sent a letter of thanks to helmsman Alan Coster, and Crew Member Michael Crowe who was put aboard the yacht and sailed her to safety.

Crew Member Nicholas Hayward received a letter of appreciation from the Director of the Institution for the same service.

SKIPPER FOUND ASLEEP IN CABIN

Lifeboat called to mystery grounding

Lerwick – Scotland North Division



Lerwick's Arun class *Soldian* is pictured preparing to come alongside the oil rig stand-by vessel *Seaborne Intrepid* following a mysterious grounding on 6 July 1987.

The ship had run aground at the base of high cliffs at The Ord on Bressay Island, Shetlands in a light wind with visibility between one and two miles.

Holed

Although holed, and with a reported five feet of water in the engine room, the crew had not raised the alarm. A small diving launch spotted her predicament and contacted Shetland Coastguard.

The lifeboat was launched and under way at 1924, and on her way to the scene of the

incident passed a damaged inflatable with 10 people on board. The inflatable was from the casualty, and after checking numbers it was discovered the skipper was still aboard the *Seaborne Intrepid*.

When the lifeboat reached the vessel at 1933 a crew member was put aboard, but could not find the captain on the bridge. The lifeboat put another crew member aboard, and after a search found the captain asleep in his cabin. He was advised to leave, and the lifeboat came in once again to take the two lifeboat crew and the vessel's master off before returning to Lerwick.

A Department of Trade inquiry into the grounding is expected.

WAVENEY TOWS LEAKING YACHT 30 MILES INTO TEETH OF WEATHER

Two saved after ten-hour service in south westerly gale

Great Yarmouth and Gorleston's Waveney class lifeboat *Barham* was involved in an arduous, ten-hour service to a yacht on 10 July 1988. The service, in gale force conditions, has been commended by the chief of operations in a letter to the station.

First news of the casualty was received at 1940, when Great Yarmouth Coastguard reported that the auxiliary yacht *Viking* was leaking and suffering from engine trouble five miles NE of the Smiths Knoll Lightvessel, some 32 miles from the station.

The 44ft Waveney class *Barham* was launched at 1945, with the wind around Force 4 from the south west, and after passing through Yarmouth Roads and Caister Roads to the North Scroby buoy set a course

Great Yarmouth and Gorleston – East Division

just north of west towards the yacht's position.

The lifeboat took more than two-and-a-half hours to reach the casualty, the wind steadily increasing from the south west as she neared the yacht.

Regular updates on the casualty's position

were received from Great Yarmouth Coastguard, until the yacht came in range of the lifeboat's VHF radio direction finder. This confirmed the course and at 2221, just before dark, the lifeboat reached the yacht. The wind was now Force 7 to 8, and the seas rough.

One of the yacht's two crew members was transferred to the lifeboat, and a tow line passed and secured at 2300 ready for the long tow back to Great Yarmouth.

Heading into the gale force wind and rough sea the tow home was a slow one, and it was not until 0400, when the lifeboat reached the lee of the land, that she was able to increase speed slightly.

Finally, at 0530, *Barham* and her casualty reached Great Yarmouth where the yacht was moored in the harbour and the lifeboat returned to her berth at 0545.



**POWERBOAT RACE
CASUALTIES**

Anticipatory launch ends in eight calls on two lifeboats

*Eastbourne
South East Division*

Both of Eastbourne's lifeboats were launched in anticipation of problems on 17 July 1988, when freshening conditions on the day of the London to Brighton powerboat race began to cause trouble.

The two lifeboats were later involved in a large number of incidents during a five-hour period, and the chief of operations of the RNLI has commended both crews for their action, and Coxswain Graham Cole of the station's Rother class lifeboat for instigating the launches.

At 1600 Coxswain Cole telephoned the station honorary secretary to say that powerboats passing Eastbourne towards Beachy Head were thought to be in difficulty, as the wind had freshened to Force 5 or 6 from the SW, kicking up quite a rough sea particularly in the overfalls off Beachy Head.

The lifeboat had not been requested by the Coastguard, but the coxswain asked that both boats be launched 'on exercise' as a precaution.

Stand-by

The crews were assembled by telephone, although many of them were already at the station in expectation of a launch, and at 1622 the 37ft 6in Rother *Duke of Kent* was launched, followed by the D class inflatable *Humphry and Nora Tollemache*.

The inflatable stood by a mile offshore in Eastbourne Bay, and the Rother headed for a stand-by position off Beachy Head, reporting to the coastguard at 1655 that she was in position about half a mile off the ledge and that conditions were rough, with a 10ft sea in the overfalls as the ebb ran over the ledge.

Within minutes of arriving at their stand-by positions both lifeboats were in action.

At 1700 the inflatable was asked to assist a windsurfer, who subsequently made the shore unaided, and then asked to check for a runabout in the bay. The boat was later reported safe in Newhaven, so the D class returned to her stand-by position.

Meanwhile at 1702 the Rother had been called to a competitor in the London to Brighton race which was in difficulty slightly

The end of a Brixham trawler



The crew of Torbay's Arun *Edward Bridges* (Civil Service No. 37) can only watch as the trawler *Tennetje* sinks off Start Point, Devon on 17 July 1988.

The lifeboat had been called at 0605 after part of *Tennetje's* fishing gear parted and holed her port side.

As she began to sink nearby vessels

rushed to the scene, and the lifeboat arrived as the survivors' life-raft was being picked up by another trawler.

The 60ft vessel, the oldest trawler working from her home port of Brixham, could not be saved, but her crew of four were unhurt.

(Photo courtesy Torbay lifeboat crew)

west of Birling Gap. Reaching the casualty at 1724 she discovered that the boat was aground, but that the occupants were safely ashore with the coastguard.

Less than five minutes later another boat from the race was reported in a sinking condition five miles west of Beachy Head, but as *Duke of Kent* headed for the position given she spotted yet another of the competitors in difficulty and requiring assistance.

Coxswain Cole immediately asked for the Newhaven lifeboat to be launched to the boat off Beachy Head, and went to the assistance of the new casualty, which had lost the use of one outboard engine. Although the second engine was still running the reduced speed meant she was shipping water, and the crew asked to be escorted to Newhaven.

Scurrying

Newhaven's Arun *Keith Anderson* had been launched and was towing the Beachy Head casualty back to station, so coxswain Cole asked if she would also take over the escort of the latest racing boat to fall foul of the conditions and take her to the same harbour.

While the offshore boat had been scurrying between incidents the inflatable had also been busy. No sooner had she regained the stand-by position after the first two calls than the crew spotted a yacht in a dangerous position off Cow Gap.

Manoeuvring alongside they informed the skipper of his position, only to be told that he was looking for Eastbourne harbour. The crew were able to tell him that it had not been built yet, and escorted the yacht to a safe anchorage off Eastbourne.

The D class then returned to station – unaware that they would shortly be launch-

ing again to help with one of the Rother's casualties.

Meanwhile a fourth competitor in the powerboat race had been reported missing and *Duke of Kent* headed for Beachy Head to start a search.

Soon afterwards the boat was reported in the vicinity of Newhaven, and then at 1816 confirmed as off Coodon – some 12 miles from the Rother's position.

Exhausted

The lifeboat's ETA at the casualty was 1945, but as the race boat was out of fuel and anchored, and not in immediate danger there was no need to launch the Hastings lifeboat which could have reached her sooner.

Duke of Kent reached the boat at 1942 to find her crew in an exhausted state and one with a knee injury. They could not raise her anchor so it was buoyed with one of the lifeboat's fenders and slipped.

The weather had moderated slightly and so *Duke of Kent* was able to tow the race boat at full speed back to Eastbourne – earlier suggestions of beaching the casualty were rejected because of the unnecessary damage this would have caused to her propellers and shafts.

When the lifeboat and her tow reached Eastbourne the D class was launched again to lay an anchor, and the race boat was made fast on this at 2055. By 2105 the lifeboat was returned to station and the injured survivor taken to hospital by ambulance.

During the five hours the lifeboats had been on service *Duke of Kent* had rendered assistance to four of the racing boats and the inflatable *Humphry and Nora Tollemache* had attended a sailboard, a powerboat and a yacht – a total of eight calls.

30-mile tow to safety for yacht adrift among rigs

The rescue of two people from a yacht kept Cromer's Tyne class lifeboat at sea for 12 hours in winds of up to Force 9 on 28 September 1988. More than nine hours were spent towing the casualty to safety in very severe weather.

Great Yarmouth Coastguard contacted the lifeboat station at 0030 with the first news of a yacht in trouble.

The husband and wife crew of the 27ft yacht *Phaedra* were at sea in Force 8 to 9 winds, had no idea of their position and had lost electrical power.

The skipper had managed to connect a car battery to the VHF radio in order to contact the coastguard, who had obtained a bearing on the transmission.

This put the yacht near the Vulcan and Leman gas field, and an 'all-ships' radio call resulted in the rig stand-by vessel *Desirade* spotting a flare fired by *Phaedra* at the coastguard's request.

The casualty was 30 miles NE of Cromer, and the station's Tyne class *Ruby and Arthur Reed II* was under way just seven minutes after the coastguard's call.

Although the wind was Force 8 to 9 its westerly direction meant that the seas off the station were only moderate, although they increased rapidly 4 to 5 miles offshore and continued to increase all the way out to the casualty.

Shallow

Further rig support vessels, *Stout Truck* and *Vulcan Service*, had now come to the aid of the yacht and were standing by her as she drifted in the severe weather.

By 0100 the yacht's position was updated – she had now drifted into an area of shallow sand banks, and *Stout Truck* reported that she was unable to stay close to the casualty because of the shallows.

The lifeboat was forced to take short cuts over the sand banks which litter the area, taking her into very broken water. Coxswain Richard Davies reported later that the lifeboat 'handled well' in what must have been atrocious conditions, but the sea state (20ft



Phaedra is towed into Great Yarmouth (Photo Great Yarmouth Mercury)

Cromer – East Division

to 25ft at the casualty's position) meant that waves were coming aboard the lifeboat, eventually putting her main VHF radio out of action at 0125.

The VHF direction finder was still in operation, but, as the yacht's jury-rigged system was giving a limited range, communication had to be via *Stout Truck*, which gave a countdown so that a current bearing could be taken.

Extreme

Eventually the lifeboat came into radio range of the casualty, and the portable VHF enabled direct communication to be established.

At 0230 the yacht was located, going round in circles with all sails set. At the coxswain's request the crew lowered the sails and, with *Stout Truck* using her lights to illuminate the scene, a tow was passed successfully despite the sea state.

Because of the extreme weather and the height of the waves it was impossible to put a lifeboat crew member aboard *Phaedra*, or to take her two-man crew off.

They had been at sea for three days and were not well, the skipper saying later they were exhausted and hallucinating, but the only course of action was to ask them to go below, batten down and prepare for the long tow to safety.

Because of the conditions coxswain Davies

decided the only possible course was southerly, towards Bacton, and the lifeboat set her course in this direction.

With 20ft to 25ft seas running the tow was very slow, the lifeboat making only a knot or so and the casualty making heavy weather of the conditions.

The tow commenced at 0300, and for seven hours the lifeboat crew battled slowly south through the gale until at 1000 they were under the lee of the land and conditions began to improve.

With no radio contact with the yacht it was decided to put a crew member aboard *Phaedra*, and then to increase the speed of the tow.

After a further two-and-a-half hours at increased speed the lifeboat and the casualty finally reached the shelter of Great Yarmouth, and put the yacht alongside at 1230.

The conditions would have prevented the lifeboat from being retrieved safely at Cromer, so she was left at Great Yarmouth and the crew returned to the station by road.

The crew of *Phaedra* were unhurt, although the skipper, Graham Wood, told a local newspaper 'I knew that if we hadn't called the coastguard we wouldn't have seen the morning.' He added, 'the lifeboat boys were brilliant, really superb.'

The weather did not relent enough to allow *Ruby and Arthur Reed II* to return to her own station until 1 October – when she was rehoused by 1815, only to launch on service again fifteen minutes later...



Divers in difficulties

Cromer's Tyne was also involved in this service on 29 August, with the station's D class inflatable, when three divers were rescued after getting into difficulties.

Two men and a woman from a university diving club had become separated from their surface buoy when a line broke, and their colleagues raised the alarm.

A Wessex helicopter from RAF Coltishall sighted the divers as the two lifeboats searched the area.

The divers were taken aboard the Tyne *Ruby and Arthur Reed II* exhausted but unhurt.

The divers, between the lifeboats, are pictured just before being taken aboard *Ruby and Arthur Reed II*.

(Photo courtesy Flt Lt Jim Bellingall RAF Coltishall)



On trials ... but on service

Baltic Exchange II, a brand new Tyne carrying out engine trials before going on station at Salcombe, came to the aid of Ramsgate's harbourmaster on Saturday 30 July.

The harbourmaster, and RNLI deputy launching authority, Geoffrey Grieve was about a quarter of a mile offshore observing an Old Gaffers Rally when trouble struck the steering gear and the brand new launch began to sink.

Fortunately *Baltic Exchange II* was nearby on trials, and she was able to take off the crew, including the local newspaper photographer who took the photograph, and tow the launch back into the harbour.

(Photo Isle of Thanet Picture Agency)



MAJOR EMERGENCY IN POOLE HARBOUR

Casualties as pleasure boat collides with landing craft

Poole's 33ft Brede and Boston Whaler lifeboats were called to a major emergency inside Poole Harbour on 26 June 1988.

Maid of the Harbour, a large pleasure craft which carries passengers on trips around the huge natural harbour, had collided with an anchored Royal Marine landing craft, and the resulting rescue of the 73 people aboard earned the station and the crews a letter of thanks from the chief of operations.

The crews of both boats were alerted by their bleepers at 1825, and the Brede *Inner Wheel* and the Boston Whaler *Sam and Iris Coles* were launched within ten minutes.

Conditions inside the harbour were smooth with good visibility, and the casualty was less than three miles away from the station in the relatively narrow channel leading up to the town of Wareham.

In view of the conditions and the nature of the incident the Brede took all available hands in the certain knowledge that they would be needed on board the casualty.

Other emergency services had been alerted, including police, ambulance and SAR helicopters, and reports indicated that there were a large number of injuries.

Ambulance

It took the Whaler just nine minutes to reach the scene, including transferring the Brede's senior First Aider and litter aboard, and on arrival two additional First Aiders were put aboard the casualty to help with the injured - where they treated casualties with head injuries and a broken leg before passing them into the care of the ambulancemen who had arrived by road.

Inner Wheel arrived at the scene five minutes after the Whaler, and quickly passed a

Poole South East Division

tow line to keep *Maid of the Harbour* clear of a second landing craft, on to which she was in danger of drifting.

Once clear of the second landing craft Coxswain Ide turned *Maid of the Harbour* and brought her alongside the Brede for the short trip ashore.

Shaken

'I was mindful that the people on board were very shaken, and many were distressed,' he said later, 'so further bumps were undesirable to say the least.'

In the event *Maid of the Harbour*, a very large and heavy boat, was put alongside a nearby pier without the slightest touch, and all hands helped the passengers ashore to buses and ambulances. Several lifeboat helpers had come to the scene by road, and they also assisted the shocked survivors of the incident.

The coastguard had been co-ordinating matters ashore and after checking with them that the lifeboats were no longer needed *Inner Wheel* and *Sam and Iris Coles* left the scene at 1940 and were back at station by 2010.

Bully for Kirkwall!

Kirkwall
Scotland North Division

RNLI lorry driver George Dadson became part of an unusual lifeboat crew at Kirkwall in the middle of October.

George had arrived at the station with his 17-ton truck to collect a boarding boat, which was hanging from the crane waiting for him.

While George, coxswain James Mitchell and mechanic Dupre Strutt discussed the best way to load the boat a commotion announced the arrival of a large, and unaccompanied bull.

The beast charged on to the quayside, and leapt over the edge, dropping 20ft into the harbour and setting off out to sea at a rate of knots.

Recovering from their surprise the three decided that the creature could be considered in distress, and abandoned all thoughts of loading the boat on the lorry.

Instead they hastily launched it again, and, armed with a rope grabbed from the lorry, the impromptu RNLI crew set off after the bull, which by now had cleared the harbour entrance and seemed intent on reaching the Shetlands under its own steam.

After the maritime equivalent of a wild west round-up the bull was lassoed, and towed back to the nearest land, where, with a bellow of disapproval, it clambered ashore and stood, says George, 'looking surprised'.

A posse of local dock workers arrived to finish off the great Kirkwall round-up, armed with a cage mounted on a forklift truck.

The bull did finally make it out to sea - by ferry that evening.

Three yachtsmen saved from Buxey Sands in heavy weather

The crew of Clacton's relief Atlantic 21 and Walton and Frinton's Solent lifeboats have received letters of thanks from the RNLI's chief of operations following a joint service to a yacht aground in heavy weather on the Buxey Sands, off the river Crouch.

The chief of operations concluded that 'It is always a pleasure to hear about adjacent stations working alongside each other to achieve a successful conclusion to the mission' in addition to praising the way in which the Clacton crew had handled a very difficult situation.

At 1949 on Tuesday, 5 April 1988 Thames Coastguard had reported to the Clacton station honorary secretary that a yacht, *Westwind of Stour*, was aground on the Buxey Sands and bumping badly in the NE Force 5 wind. There were three people on board, and assistance had been requested.

It was decided to launch Clacton's Atlantic 21 as soon as possible and, in view of the weather conditions and darkness, to request the launch of the Walton and Frinton Solent

Clacton and Walton and Frinton South East Division

City of Birmingham to provide back-up cover.

The lifeboats launched almost simultaneously at 2010 in poor visibility, due to rain squalls, and moderate to rough seas kicked up by the NE wind.

Walton crew wins 'best cuppa' award!

Following another service involving the rescue of six people from the yacht *Dunkit* in August the crew of the Walton and Frinton lifeboat received a thank-you letter from one of the couples involved.

In addition to a donation to the station funds Karen and Len Herbert also sent some teaspoons, to be passed on to 'Jim the Engineer' (Jim Berry) who, Karen said, 'makes the best cup of tea I've ever tasted!'

The Atlantic was first on the scene of the casualty after a rough 18-minute passage. She found the yacht aground at an angle of heel and bumping severely in the very rough seas and shallow waters of the sands.

There was enough water to allow the Atlantic to approach the yacht, so helmsman Lee Bolingbroke decided to put a crew member aboard to assess the situation, and the condition of the three people aboard.

Aboard

Crew member David Wells clambered aboard the yacht, which was moving violently, and finding the crew uninjured decided to lay out a kedge to prevent the yacht being driven further ashore on the flooding tide. The task was far from easy in the dark, on board a strange vessel and with the violent motion, but the anchor was rigged, passed to the lifeboat and laid out to seaward by 2110.

With the anchor in place the Atlantic took off the yacht's skipper and crew. The crew were cold, wet and seasick and asked to be taken ashore as soon as possible, but the skipper asked to be put aboard the Walton and Frinton lifeboat in case an attempt was made to tow his vessel off.

So, at 2134 the two lifeboats rendezvoused to transfer the skipper to *City of Birmingham*, before the Atlantic set off for her home station.

The passage back to Clacton was a rough one, as the lifeboat was heading into the weather, and took until 2230. The crew were given dry clothing and warm drinks before being driven home by a crew member who had helped with the launch and recovery.

Recovered

Meanwhile *City of Birmingham* had approached as close as possible to *Westwind of Stour*, but coxswain Kemp decided that nothing further could be done because of the shallow water and heavy surf on the Sands and returned to station at Walton.

The lifeboat was back on her moorings at 2330, and refuelled and ready for service again by 0005.

Westwind of Stour was later recovered from the Buxey and towed to West Mersea by a private boat, owned by one of the West Mersea lifeboat crew members.

Injured seaman brought ashore by Scarborough D class



Scarborough's D class inflatable was called on to land an injured seaman from a Dutch trawler on 10 August 1988.

Although winds were only light a thick fog reduced visibility to only 100 yards during the operation, which had to be carried out by the inflatable after the station's Oakley

picked up a rope around one of her propellers.

The seaman, who had a back injury caused by a line in use on the trawler, is pictured being helped ashore to a waiting ambulance. He was discharged after treatment.

(*Scarborough Evening News*)



Inflatable searches in 'huge' surf on Cornish coast

Bude – South West Division



Helping hand for youngsters

The Ocean Youth Club's 70ft training vessel *Francis Drake* is pictured being given a helping hand by Ramsey's Oakley *James Ball Ritchie* on 8 August, 1988.

The yacht's auxiliary engine had failed and she was unable to enter harbour for repairs. With the weather

forecast to deteriorate, the tide already ebbing and with 14 of the yacht's 18 crew young and with limited experience it was decided to launch the lifeboat to help her in.

She was towed into Ramsey where her engine was repaired.

(Photo courtesy B. Grenfell)

Bude's D class lifeboat often has to launch through heavy surf, but a service on 3 July in exceptional conditions has brought the helmsman Paddy Frost and crew members Jonathan Ball, Keith Marshall and Kevin Dunster special thanks in a letter from the chief of operations.

A call from Hartland Coastguard at 1700, reporting that four surfers were in trouble in heavy surf at Widemouth Bay, was the first indication of the service.

Rollers

Although the wind was only Force 2 to 3 the beach at Bude is open to the full force of the Atlantic rollers, and the sea state at the time of launching was reported as '7' – with a huge surf reaching more than 20ft high.

Conditions were near the limit for the D class, but she was launched immediately and was at the scene in less than ten minutes, where she began searching in the surf.

Three people had been brought ashore by lifeguards, but the crew of a helicopter from RAF Chivenor, which had also been scrambled, spotted a wet-suit clad body in the surf.

They recovered the fourth casualty soon after the lifeboat's arrival and took him ashore before rushing him to Barnstaple Hospital, where he was found to have died.

The crew of the D class contacted the coastguard mobile ashore, to check whether any other casualties were still in the water, and she was asked to remain on stand-by. At her position, a mile offshore, the surf was still around 20ft, and breaking.

At 1722 it was established that there were no further casualties, and the lifeboat was given the all-clear by the coastguard mobile at 1722, enabling her to return to station through the huge breakers.

SEVEN-HOUR SERVICE IN GALE-FORCE WINDS FOR RELIEF ARUN

Lifeboat aids disabled yacht and sinking trawler in southerly gale

Howth – Ireland Division

A service which started as a short call to search for an overdue sailing dinghy, and which was cancelled almost immediately when the dinghy was located, eventually turned into a long night afloat for Howth's relief Arun *Margaret Russell Fraser*.

Two further calls took her south-east, and then north-east of the station helping a disabled yacht and a sinking trawler.

Alert

The alert for the dinghy, which was overdue at Balbriggan some nine miles north of the station, had been raised at 2003 on Saturday 9 July by the Skerries Light.

The lifeboat had left her moorings in poor

weather at 2012, with a southerly gale and rough seas, but the dinghy was soon found and the call cancelled

Difficulties

As the Arun was returning to her station a radio message was received from a yacht, indicating that a second yacht appeared to be in difficulties off Baily Lighthouse, two miles south-east of the station.

Changing course towards the new casualty the lifeboat found the yacht *Birgitz* with four people aboard anchored near the lighthouse, having lost her rudder. Conditions were poor, with a southerly Force 6 to 8 kicking up an 8ft to 10ft sea.

The yacht and her crew were taken in tow, and secured alongside in Howth at 2055.

No sooner had the crew made the yacht fast than another call was received, this time from the trawler *Christmas Tide*, reporting that she had the trawler *Riki Pia* in tow some 16 miles to the north-east of the station.

There was a crew of five aboard the casualty, which was taking water, and *Christmas Tide's* crew were afraid that *Riki Pia* might sink before reaching port.

Pump

Margaret Russell Fraser left Howth again immediately, and came up with the two trawlers within an hour, in the same poor conditions, gale force winds and heavy seas.

By putting a pump aboard, and starting it immediately the trawler was kept afloat while the Arun escorted the two boats as far as the Skerries, where, at 0130, she took over the tow and put *Riki Pia* alongside the pier

The fire brigade took over the task of pumping to keep the trawler afloat, and the Arun was able to return to her moorings and be readied for service again by 0340.

Your Letters



Skill and courage plus patience and kindness

Sir – I was a member of the crew of the yawl *Pas Seul* that ran aground on the Sunk Sands in the Thames Estuary during the evening of Tuesday 13 September. In a rising Force 6 the yacht, which had already suffered engine failure, lost its steering and ran onto the sand bank beside the Barrow Deep.

Two anchors were deployed, but despite these she was steadily driven further onto the shoals, receiving a severe pounding in the breaking surf. Ironically, the rising tide prolonged the ordeal and had not the construction been of steel, the hull would have certainly failed. The weather was forecast to deteriorate, so Thames Coastguard summoned the Walton and Frinton lifeboat.

I should like to place on record our admiration of the skill and courage of Coxswain Kemp and his crew in effecting a tow. The conditions, although perhaps not extreme, were very difficult, the seas being confused by wind over tide in shallow water, yet the quality of seamanship and boat handling was superb.

After the rescue and a rough, time-consuming tow, it was dawn the following morning before they safely manoeuvred us into a marina berth and arranged for the boat to be pumped out. Instead of rushing off home, they invited us aboard and gave us hot drinks to warm us up, patience and kindness beyond that which was necessary.

I wish to let you know, on behalf of all of us, of our gratitude for that prompt and efficient rescue. I should be grateful if you would pass our thanks to all of the crew.

John Weld
Truro, Cornwall.

Pass it on ...

Sir – The Lifeboat journal bears the message 'When you've read The Lifeboat, pass it on'. May I suggest that a very good place to pass it on to is your local library.

I've done this for many years now, and it is much appreciated.

R. Dommett
Halesworth, Suffolk.

... to Australia

Sir – I noticed in the recent issue of The Lifeboat about passing it on after reading it. I thought you might like to know that our copy is sent to my father in Australia, who finds it very interesting.

When he has finished reading it, he in turn passes it on to the Sydney Maritime Museum, of which he is a member. I am sure that other members of the museum find The Lifeboat very interesting.

Mrs M Gosling
Epping, Essex.

Not needed, but much appreciated

Sir – I have recently returned from an extended cruise of the British coast. I left Bristol on 4 July and travelled up the west coast through the Caledonian Canal and back down the east coast and channel, returning to Bristol on 20 September. My boat is an old Westerly 25, *Tango*.

Though I am glad to say I did not require your services I am writing to let you know that your availability is much appreciated.

During my trip I had the privilege of meeting a number of your volunteer crew members and have been grateful for their advice and assistance.

Keep up the good work.

Andrew Chesshire
Solihull, West Midlands.

Scottish generosity for a helping hand

Sir – For years we have taken our 14ft general purpose boat to Loch Lomond, where we enjoy a little boating and island hopping. It is quite a stretch of water, 24 miles long and 6 miles wide at the south end.

It is cold and deep and it is always comforting to pass another boat and give them a wave, as anyone would help if you were in real trouble. This year it was our turn to be of help.

One evening we crossed the loch to Luss on the western shore and after a look round returned to the shore to find stranded on the beach next to our boat a super speedboat, with what looked like about a 200hp motor!

The owner was desperate for a tow back across the loch to his car and trailer. It would be about a 20-mile trip to go round by road. His 200hp giant would not start, the clouds were gathering, rain was threatening and his wife did not look too happy. Well, we shared our 20hp with him and towed him the six miles back across the loch, just pleased to help him out.

After we landed him he wanted to give us some petrol money. We protested that we were going that way anyway and asked him to put some cash in a lifeboat box sometime.

He insisted more and more and then sent his son swimming out to us as we prepared to return to our camp-site.

He threw a note into our boat, and when we mopped the water off it and unfolded it, we were more than surprised to see a £50 note!

Who says Scotsmen are mean?

A good boost to the coffers of the Irby Ladies' Lifeboat Guild!

Mrs M. Prince
Irby, Merseyside.

The wind of change and the Beaufort Scale

Sir – The article 'After the Hurricane' in the Autumn issue refers to winds of Force 16-17 and Force 15.

The Beaufort Scale does not go above Force 12, so what do these figures mean please?

K. R. Monroe
Ruthin, North Wales

Editor's note – While it is true that the Beaufort Scale of wind strengths, as originally introduced in 1805, extended only to Force 12, the scale now extends to Force 17.

The additional strengths have been added subsequently and are:

Force 13 – 72 to 80 knots

Force 14 – 81 to 89 knots

Force 15 – 90 to 99 knots

Force 16 – 100 to 108 knots

Force 17 – 109 to 118 knots

Certain publications, among them Olsen's Fisherman's Almanack and Whittaker's Almanac, carry the full 17 forces although most list only the original 12.

More letters on next page

Thanks from Bangladesh

In the Autumn of 1988 the RNLI was able to provide ten withdrawn D class inflatables for flood relief in Bangladesh.

Two experienced RNLI staff were also flown out by the Red Cross to provide instruction and maintenance. One of them, Mike Brinton, Deputy Superintendent at Cowes base, later received this letter of thanks from a Bangladeshi relief worker.

Dear Mr Michael,

Take my regards and love. How are you? Hope you are well. When you were in Bangladesh we passed a very pleasant time, specially I.

You came to help the distress people of our country. It was really a noble job, we will ever remember you.

Your country gave us some speedboats and you gave us training that is a great help for the flood affected peoples.

Do you have desire to come to our country again? If you come you are always welcome to my house.

Yours cordially
Alok

Your Letters

Continued

Figurehead history

Sir – During the early years of the Royal National Lifeboat Institution's existence, hundreds, if not thousands, of sailing ships were lost around the coast of the United Kingdom and many daring and courageous rescues undertaken.

The saving of human life being of the utmost priority, it was only after this was achieved that thought was given to the stricken vessel and her cargo, in many cases the wreckage being strewn over miles of coastline.

One object of particular interest to myself is the ship's figurehead. At the moment I am researching the subject of international ships' figureheads, both naval and merchant, plus other maritime wood carvings, and would very much value help and advice from fellow members of the RNLI and readers of the journal as to the location of such items around our coast, or details of figureheads

that have subsequently been lost through neglect or decay.

It would be sad if such items of our maritime heritage were to be lost to future generations without an attempt to record them.

Richard Hunter

15 Aughton Avenue, Aughton,
Nr. Sheffield, South Yorkshire
S31 0XB

Family feeling

Sir – One of the nicest things that happened to me during two spells in hospital recently was to receive a 'get well' card signed by all the staff at Welsh Region Office in Cardiff.

This kind and thoughtful gesture, to me, typified the RNLI in that we in guild and branch are not just looked on as cogs in a big machine but as individual members of one large, happy family united in a common purpose - giving support to courageous men who save lives at sea.

H.W. West

Newport, Gwent.

Letters on any aspect of the RNLI are welcomed by the Editor, who reserves the right to shorten or amend them as necessary. Write to: The Editor, RNLI, West Quay Road, Poole, Dorset BH15 1HZ.

Grace Darling in song

Sir – I have been reading an article on Grace Darling which reminded me of a song my mother used to sing to me when I was a small child.

I am 91 years of age and my father was a fisherman and a lifeboatman at Sheringham, Norfolk. My grandfather was also a fisherman.

The song my mother sang, which perhaps you may have heard, was as follows. There may have been further verses which I cannot recall.

T'was on the Longstone lighthouse

There dwelt an English maid

Pure as the air around her

And of danger not afraid

One morning just at daybreak

A storm tossed wreck she spied

And though to try seemed madness

I'll save the crew she cried

And she pulled away in the dashing spray

Over the waters blue

Help, help, she could hear the cry

Of the shipwrecked crew

But Grace had an English heart

And the raging storm she braved

She pulled away in the dashing spray

And the crew she saved

Mrs P.E. Day

Woodbridge, Suffolk.

Ex-lifeboats – identified and unidentified

Sir – The ex-lifeboat seen at Kippford (Readers' letters, Autumn issue) is in fact ex-ON 741 *Morison Watson* – a 35ft 6in by 8ft 10in self-righter which was stationed at Kirkcudbright from 1931 to 1953. She is now called *Scauponian*.

As part of the Lifeboat Enthusiasts Society's 25th anniversary I am producing a booklet on ex-lifeboats, and any information, however small, on the current whereabouts of any ex-lifeboat would be invaluable to me.

There are three almost fool-proof ways of identifying an ex-lifeboat:

1. The official number which is on an oval plate, usually on the aft end-box. The latest ON issued is 1166.

2. The builders number, which is usually on the bow stem, starboard side, and consists of one or two letters followed by a number up to four figures. For example the boat mentioned above was: S.E. Saunders, build number 560; a J.S. White boat may be W1710, a W. Osborne boat WO996, and a Thames Ironwork boat TL10.

3. The official registration number, which will be somewhere on the superstructure as a six-figure number, maybe with 'ORN' in front of it.

Any of these numbers will enable us to identify positively any boat.

I have several photographs of ex-lifeboats which I have been unable to identify, and enclose one of a *Watson* seen at Lochgilphead and now called *Athena* could anyone help me?

A. J. Denton

Dawn, Upper Battlefield, Shrewsbury
SY4 4AA



An unidentified *Watson* ex-lifeboat at Lochgilphead – the Lifeboat Enthusiasts Society would like to identify her, and any other ex-lifeboats.

Morison Watson – a candidate for preservation

Sir – I refer to Mr John Brunning's letter (Readers' Letters, Autumn issue) concerning the ex-lifeboat at Kippford.

As Mr Brunning states, she is indeed believed to be the former Kirkcudbright lifeboat. I thought other readers may be interested in further details.

She was the *Morison Watson* (ON 741), a 35ft 6in single-screw self-righter built in 1931 and stationed at Kirkcudbright from 1931 to 1953 when she was sold out of service. In her service period she launched 30 times, saving 15 lives.

She has been based at Kippford for

many years. I remember seeing her myself when holidaying with my parents back in 1968. Latterly she carried the name *Scauponian*. It was pleasing to see the old boat still survives.

As she is believed to be the last unconverted example of her type still in existence it would have been marvellous to have seen her preserved in her RNLI form.

T.N. Kirton

Member of the Lifeboat Enthusiasts'
Society
Denholme Village, Bradford.



Membership News

Governors ... Shoreline... Storm Force...

Re-member 1989

The 'Re-member 1989' scheme to fund a new Mersey class lifeboat has got off to a slightly disappointing start, although it is still early days for the appeal.

Although the number of new members coming in is low, the average amount raised per member is higher than expected. If we could increase the numbers while keeping the average amount at its present level that Mersey could be well within our sights.

This is a way in which members can help the Institution without any cost to themselves – by passing the form on to family and friends. Of course it could also make a welcome belated Christmas present for someone...

On the cards

The special Access cards issued by the Royal Bank of Scotland are proving to be a great success for the RNLI.

Each card issued brings the Institution £7.50, and in the first month of the scheme new cards brought in some £80,000. Each of these cards will also produce more income from the small percentage which is donated to the Institution by the bank each time the card is used.

Anyone who uses their card and then pays off the balance at the end of each month can help the RNLI without any cost to themselves.

If you already have an Access card, with the Royal Bank of Scotland or any other bank, it can be transferred to the special RNLI card at no cost – and it will still bring £7.50 to the Institution.

Another application form is enclosed with each Winter issue of THE LIFEBOAT, so if you already have one of the new cards why not pass the form on to a friend?

Standing Orders

Many members may be unaware that when they change from a standing order at their bank to a new method of payment the bank will continue to pay the old standing order until they receive written confirmation of cancellation.

This can also happen when the amount of a standing order is changed and, unlike a direct debit, we are unable to effect cancellation. However, if you intend to leave your old standing order in place as a donation it would be most welcome, but please let us know to keep the record straight.



**STORM
FORCE
CORNER**

Birthday News

Storm Force, the RNLI's junior club for under-sixteens, is celebrating its fourth birthday this January. An ever-increasing number of letters, jokes and drawings is flooding in from many of the 8,000 individual and group members, demonstrating the wide interest shown by young people in the RNLI's work.

Their fund raising efforts are an added bonus – done purely through their own desire and initiative.

Last August, five Storm Force members were invited to meet the five young prizewinners from Iceland (see News pages, this issue), and joined them on a trip to Swanage. They at-

tended an RNLI fête, watched the presentation of vellums to members of the Swanage lifeboat crew and were given a guided tour of the lifeboat house. It was a hugely successful and memorable event.

From this March, Storm Force members can look forward to a more exciting and re-vamped Storm Force News, with some full-colour pages and cartoon stories of lifeboat rescues, and news of Storm Force rallies in various parts of the country.

Membership of Storm Force is £3 a year for individual members and £1 a member for groups of ten or more. It provides an excellent and worthwhile present at any time of the year.

For further details please contact Storm Force Headquarters, RNLI, West Quay Road, Poole, Dorset BH15 1HZ. Telephone (0202) 671133, extension 239.

Just one new member each

That's all it would take to pay for a new Mersey class lifeboat

Make 1989 a year to 're-member', get a friend to fill in this form

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



I wish to join the RNLI, and enclose my subscription:

- Shoreline Member – £6 pa
- Joint Member (husband and wife) – £9 pa
- Governor – £20 pa
- Life Governor – £200 or more

Name _____

Address _____

Postcode _____

R2/89

Do not forget – pass on your form to a friend!

Home Base



A look at the work of the RNLi's Cowes Base, the hub of operations for the Institution's fleet of inflatable and rigid inflatable lifeboats

Lifeboats less than 10 metres long (C and D class inflatables and 21ft Atlantic rigid inflatables) now carry out more than 55 per cent of all the RNLi's service calls, and with more than 135 boats of these classes now on station, and a number in reserve, the fleet can only operate efficiently if it has an efficient back-up service – and that is exactly what the RNLi's Cowes Base on the Isle of Wight is designed to provide.

Over the entrance to the base is a sign proclaiming 'Royal National Lifeboat Institution Inflatable and Rigid Inflatable Lifeboat Test, Maintenance and Development Depot'. Hardly a snappy title, but one which does sum up the work of Cowes Base.

The RNLi's connection with Cowes is a long one, dating back to 1913, when J. E. Saunder's yard was first contracted to build a number of pulling and sailing lifeboats.

By the end of the 1920s lifeboats were being built at several yards on the river Medina, and the Institution first opened its Minerva Yard at East Cowes in 1930, to act as stores and offices for the overseers responsible for the boats being built nearby.

New role

The importance of the Cowes office had declined by 1966, as the pattern of lifeboat building changed, but the yard found a new and most important role as the old one waned.

The RNLi had introduced its first inflatable in June 1963, to cope with the growing number of people getting into difficulties close to the shore, and the number of 'in-shore lifeboats', as they were then known, grew rapidly.

In early 1967 extra space was obtained at the Minerva Yard as the first step in establishing a centre to look after this new breed of lifeboat, and Cowes Base began to repair and maintain the new boats.

The site was enlarged and facilities added piecemeal as the volume of work increased, and until December 1988 a large number of buildings, both permanent and temporary,

This provides stores and other facilities for the staff at the base and includes classrooms and drying rooms for crews on training courses at the centre – which will free the lifeboatmen from treks from one training Portakabin to another.

Many of the portable buildings will now be removed to give much-needed extra working space at the yard.

Specialised

The work at the base has expanded steadily from the early days when it was responsible for repair and maintenance, and many of the C and D class inflatables now first see the light of day as a lifeboat at the Cowes base.

All of the twin-engine, 17ft 6in C class boats are bought from Zodiac as bare hulls and delivered to Cowes to be fitted out and equipped for their specialised role, and many of the 16ft 3in D class boats are supplied by Avon Inflatables in the same form for completion at Cowes.

Major items like engines, radios and flexible fuel tanks have to be fitted, and a host of minor items from fire extinguishers to knives

More than 55 per cent of all services are now by lifeboats under 10 metres

were dotted about the yard to carry out almost every aspect of work on the growing fleet.

A modern workshop unit was built in 1969, and subsequently extended to house the outboard engine section and Atlantic 21 construction work, and in December 1988 many of the other facilities were brought under one roof when a new, purpose-built building came into use.

Atlantic 21 rigid inflatables are built at Cowes Base and also undergo survey, maintenance and repair in the base's workshop. (Photo Bob Kennovin)



and spare propellers have to be fitted in tailor-made stowage pockets, so that they are held securely until needed, and then available for use in the minimum time.

The work carried out at Cowes is exacting, and quality control has to be high to ensure the reliability of the boats and equipment in the demanding conditions they experience. Facilities range from engine and equipment workshops to temperature- and humidity-controlled rooms for moulding GRP and gluing the rubberised fabric.

All of the larger Atlantic 21 class rigid inflatables are also assembled and maintained at the base. The inflatable sponson is provided by Avon Inflatables and the GRP section of the hull and centre console are moulded by Halmatic before the parts are brought together and assembled at Cowes to form the basic hull.

Essential

Additional mouldings are either bought-in from outside suppliers or manufactured in the base's own GRP moulding shops, and fitted to the boats as they take shape.

The console on which the three-man crew sits and the special 'roll-bar' for the self-righting system are two of the major components, but floors and fuel tanks also have to be installed, and there is a host of smaller mouldings and many small but essential items of equipment to be fitted.

The outboard engines which power all inflatable and rigid inflatable boats are also maintained and installed at the Cowes base. The 40hp Mariner engines for the smaller boats have been modified to provide an enhanced re-start capability if the engine is swamped or inverted, and the twin 50hp Evinrude outboards fitted to the Atlantic 21 are inversion-proofed at Cowes before being fitted to the boats.

This complex inversion-proofing system was designed and developed by the staff at the base, and provides the crew with instant re-starting ability in the event of a capsizing.

Split-second timing is needed with many manoeuvres, none more so than the emergency beaching procedure – the outboards must be raised at exactly the right moment.

(Photo David Parker)

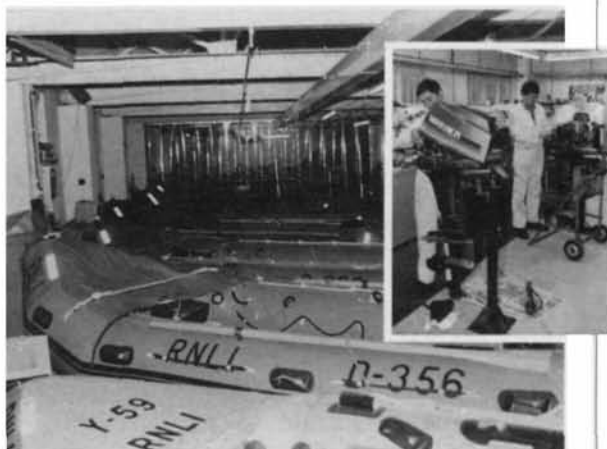


Above left. Crews are tipped into the River Medina twice during their courses to familiarise themselves with the righting procedures. A crane is used to capsize the boats.

Above right. Superintendent of Cowes Base, Cdr Peter Gladwin, (left in photo) and Deputy Superintendent Mike Brinton with an Atlantic 21 ready to go on station. (Photos Bob Kennovin)

Near left. D class inflatables, and the smaller Y class carried aboard the 52ft and 54ft Arun class, in the workshops.

Inset. Fitters work on the 40hp Mariner outboards for the D class boats in the outboard workshop.



The system ensures that when the boat reaches a 90 degree angle of heel the air and fuel inlets are sealed, and do not re-open until the lifeboat is upright again.

The gas-inflated righting bag on the roll bar which brings the boat back upright is another feature designed and developed at the Cowes base.

'The site was enlarged and facilities added piecemeal'

Apart from the design, development and building Cowes base also undertakes the annual surveys of the smaller boats and the three- or four-yearly surveys of the Atlantics, undertaking any repair and replacement needed.

Alongside the work on the boats the training section runs regular courses for Atlantic 21 crews, training them in every aspect of boat operation and maintenance and tipping them into the chilly waters of the Medina twice during their course to familiarise them with the righting system and procedures.

Among the boat-handling aspects which come in for scrutiny and practice is the spectacular emergency beaching procedure which is sometimes needed on service. This involves driving the boat up a beach at speed – travelling across the sand or shingle for some distance to clear the breakers – and

needs split-second co-ordination between crew members.

Timing and complete harmony between the crew members is crucial in a lifeboat capable of nearly 30 knots, and the training courses at the base involve practising everything from anchoring and veering down to a casualty to righting a capsized boat.

A large stock of spares is held at the base, from small parts to a complete emergency replacement boat, and another fleet, this time of Land-Rovers and trailers, is always on call for these duties. A replacement boat can be despatched almost immediately whenever there is an emergency call, and recently a replacement Atlantic was on station and ready for service just four hours after such a call – and on a Sunday.

Important

For less major incidents, where repairs can be carried out at the station, a small van, equipped as a travelling workshop and loaded with the necessary materials, can be despatched with a boat builder, engine fitter or 'solutionist' (the people who build and repair the inflatable sections) to carry out the repair on site.

Cdr Peter Gladwin, the superintendent at the base for the last 7 years, now has some 60 staff spread among the various sections and looking after every aspect of the Institution's fleet of high speed inflatable and rigid inflatable lifeboats. With the growing call on the services of these lifeboats Cowes Base will continue to be a most important part of the RNLI's back-up and support for the many inflatable boats and their crews.

Dacca Navigator

When the RNLI was able to help the Red Cross flood relief plans in Bangladesh Staff Officer General Duties Dick Perks was one of those most involved...

Tuesday, 6 September started off as a normal day in the office at Poole, but by mid morning this had all changed after a call from the director of the RNLI.

I was to liaise with the British Red Cross Society (BRCS), he said, and to offer whatever assistance we could to help the BRCS provide aid for the flood victims in Bangladesh.

By 8pm that Friday agreement had been reached on the requirements and the format of the aid package which the RNLI would supply – and the date by which it would be available to be shipped out.

The package consisted of 10 recently withdrawn D class inflatable lifeboats, 15 40hp Mariner engines, all the spares and back-up equipment necessary to keep the boats and engines running in remote locations, and two members of RNLI staff to train Bangladesh Red Crescent Society people to operate and maintain them

The two staff members chosen were Mike Brinton (Deputy Superintendent at the Cowes base, who had been on a similar expedition in 1970), and myself.

The period between Saturday morning and Wednesday afternoon, when all the boats and equipment started their journey to Bangladesh, was fairly hectic. RNLI staff at the Poole head office and depot



An unusual hazard for a lifeboat – three of the ex-D class lifeboats almost surrounded by floating water hyacinths at the training base near Dacca.

worked wonders to prepare the boats and assemble and pack the equipment required

The engines were provided by E.P. Barrus, who had recently received a batch of traded-in 40hp Mariner engines from us. 15 of these were checked-over, packaged and dispatched to Poole with their spares, arriving at the depot by Tuesday afternoon. A considerable effort by all concerned to get everything ready at such short notice.

Eventually all the equipment, plus Mike and I, arrived at Dacca on the morning of Sunday 18 September. As we flew over Bangladesh approaching the airport the full extent of the disaster became apparent, with vast areas of the country under water.

We were met by a delegation from the League of Red Cross Societies and taken to our hotel, from whose gates the flood waters had only recently subsided. The temperature was in the 90s with very high humidity – quite a change from mid-September in the UK.

We were in Bangladesh to train a group of 22 Bangladesh Red Crescent staff and volunteers in the operation and maintenance of the boats – and at 2pm that afternoon we started doing just that.

Enthusiasm

The boats and equipment were taken to the Red Cross HQ in Dacca and here, on a large pond about 50 yards square, the training commenced. Although the flood waters were right on our doorstep we felt that we would be more in control in a confined area – as the worst that could happen would be a boat driven up the bank of the pond, and any loss of control would only be for a short while.

The local people showed great enthusiasm, and in some cases a natural ability in coping with the training, but one major problem was the language barrier. This was soon overcome as one of the trainees spoke very good English and also proved to be a very good boat handler. The training in boat handling, engine maintenance and boat repair and maintenance continued for the next eight days. During this

time three expeditions were mounted to distribute relief supplies to isolated communities around Dacca, at distances ranging from 5 to 25 miles. These proved invaluable as training exercises, as we were able to see if everything we had tried to put across had been remembered.

Thankfully some had, but other problems were thrown up – for example the lack of appreciation of how quickly two boats come together

when both are doing 20 knots, and who should turn which way... This prompted a short but fairly emphatic lesson in the Rule of the Road!

We were working with an enthusiastic band who often asked if we thought they were getting better, and depending upon the degree of the latest near disaster – be it a near miss or the sound of a gear box nearing disintegration – the answer was framed accordingly.

Problems

By the end of our time in Bangladesh we felt that we had taught the volunteers all that we could in the time available, and we had also learned a lot about the people and their problems in Bangladesh.

The people with whom we were dealing were extremely friendly and indeed 'Young Alok', an 18-year-old student, who lived in fear of being launched into the water if he made a mistake, recently wrote to Mike Brinton (*see Your Letters, this issue – Ed*).

After our training programme we were told that the boats were to be split into two groups and based up-country to ferry food and medical supplies to isolated communities, which even at that time had had no contact with the outside world since the flooding began.

We both felt that the boats and our efforts would be put to good use, both now and in the future should more flooding occur.

We eventually boarded a British Airways 747 in the evening of Tuesday 27 for the flight home, arriving at Heathrow at 6.00am on Wednesday to find it wet and cold – a situation very much to our liking after the hot and humid environment in which we had been working for the previous 10 days.

**'We felt that the boats
and our efforts would be
put to good use, both now
and in the future'**

The cost of all RNLI equipment and staff for the Bangladesh operation was met by the Red Cross.

Naming and
dedication

Ceremonies

Barra Island

Arun class *Ann Lewis Fraser*

Barra Island lies at the southern tip of the Western Isles, and the community of Castle Bay is the home of the lifeboat and also the terminal for the ferry which, with the daily air flight, is the lifeline to the mainland for the 4,000 inhabitants – weather conditions permitting.

It was in this remote region that the new Arun class lifeboat had arrived, and which was the scene of her naming and dedication ceremony in the early evening of Wednesday 7 September 1988.

In the shelter of the pier and overlooked by the imposing Kismul Castle Father MacLellan, chairman of the branch, opened the proceedings in the company of a good number of residents, and a delighted party of visitors who had been touring the islands by coach.

Dr K. G. Chrystie, representing the trustees of the Hugh Fraser Foundation which funded the boat, paid tribute to the late Hugh Fraser, and his sister, who instigated the gift and handed the boat over to Sir Charles McGrigor, convener of the Scottish Lifeboat Council.

Sir Charles then passed the lifeboat into the care of the Barra Island Branch, on whose behalf she was accepted by George MacLeod, the station honorary secretary. A vote of thanks was given by Mrs MacNeil.

The Islands' strong Gaelic connection was upheld during the service of dedication, conducted by Father MacLellan, with a hymn and the dedication in the traditional language of the islands.

Mrs Mary Chrystie named *Ann Lewis Fraser* in the usual style before the lifeboat put to sea for a short demonstration.

Wick – Tyne class *Norman Salvesen*



Wick's new Tyne class lifeboat *Norman Salvesen* lies alongside the North Pier for her naming and dedication ceremony. (Photo courtesy Northern Studios)

The North Pier in Wick Harbour suffered from severe traffic congestion on Friday 16 September when some 900 guests from all corners of Caithness and the neighbouring area arrived for the naming and dedication ceremony of the station's new lifeboat *Norman Salvesen*.

With Longhope's Tyne class *Lord Saltoun* (named just two months previously) and Wick's departing Oakley *Princess Marina* also on hand the ceremony started with the branch chairman, Mr Noss Clyne, inviting Mrs Bright Gordon MBE, niece of the late

Norman Salvesen, to hand the new lifeboat over to His Grace the Duke of Atholl, the chairman of the RNLI.

In turn the Duke of Atholl handed *Norman Salvesen* into the care of the Wick branch, represented at the ceremony by Bill Stewart, the station honorary secretary.

The service of dedication was then led by the Reverend W. Wallace, with support of the Wick Salvation Army, and the guild president Mrs Gilmour expressed a vote of thanks.

Wick's latest Tyne is the first of three new boats funded by a bequest from the late Mrs Mary ('Mickie') Salvesen, described by Mrs Bright Gordon as 'a very private lady'.

'This afternoon,' she said 'culminates the dream of my Aunt Mickie, the donor of the *Norman Salvesen* lifeboat.'

In the six years after her husband Norman died Mickie Salvesen became almost a recluse and was extremely careful about money matters, to the bewilderment of her family.

'Then when the will was published the jigsaw pieces fitted together' said Mrs Gordon. 'For the six years she had been a widow she had been quietly deciding not to whom, but for what, and why she would bequeath her money. How delighted she would be that her saving ways had donated not one, but three lifeboats.'

To commemorate the occasion the renowned Caithness glass company had produced engraved bowls which they presented to the namer of the lifeboat and the trustees, and engraved paperweights for the crew of the new boat.

Baltimore – Tyne class *Hilda Jarrett*

Baltimore's latest lifeboat, the 47ft Tyne class *Hilda Jarrett* was officially named and dedicated at a service in the small West Cork village on Saturday, 17 September 1988.

The proceedings were opened by the Very Reverend Father Owen Cashmore, chairman of the station branch, who welcomed the assembled guests and introduced Ray Kipling, the deputy director of the RNLI.

The deputy director handed the new lifeboat into the care of the Baltimore branch, and she was accepted by Richard Bushe, the station honorary secretary,

before The Very Reverend Father Owen Cashman of Baltimore, the Reverend R. E. Bantry-White, the rector of Skibberreen and Baltimore, and the Reverend Father Michael Gargan of Cape Clear conducted the service of dedication and blessing.

After the service Brian O'Flynn, honorary treasurer of the fund raising committee, proposed a vote of thanks, and Mrs Elizabeth Love, wife of Clayton Love Jnr, chairman of the RNLI Ireland Committee, named the lifeboat before *Hilda Jarrett* slipped her moorings for a short demonstration.

Ceremonies

Continued

Relief Fleet

Tyne class *Owen and Anne Aisher*

To say that the weather could have been kinder at the naming and dedication ceremony of *Owen and Anne Aisher* is to understate the case. Rain was always in the offing, but as the vicious squall, which heralded the onset of torrential rain, swept the RNLI's Poole depot in the middle of the ceremony it served to remind everyone of real 'lifeboat weather'.

The new Tyne had been funded by Sir Owen Aisher, a well-known yachtsman and for many years the chairman of the Marley Tile Company, and was alongside the depot quay for the ceremony.

Lt Cdr Brian Miles, the director of the RNLI welcomed Sir Owen and Lady Anne Aisher before Sir Owen officially handed the boat over to the Institution.

Deputy chairman of the RNLI Mr Michael Vernon accepted the lifeboat, which joins the relief fleet to serve stations whose lifeboats are undergoing survey or refit.

A service of dedication was led by the Reverend Stanley Holbrooke-Jones, rector of St James' church, Poole, after which Lady Anne released the champagne bottle to bestow the name *Owen and Anne Aisher* on the new boat.

Despite the appalling conditions several members of Sir Owen and Lady Anne's family were later able to board the new boat for a short trip in the harbour.

Relief fleet – Tyne class *Voluntary Worker*



Voluntary Worker puts to sea from the RNLI's Poole depot after her naming and dedication ceremony on 23 September
(Photo courtesy Jeff Morris)

A new lifeboat joined the relief fleet in Poole on Friday 23 September when the Tyne class *Voluntary Worker* was named by Mrs Jessie Brown, the honorary secretary of Portaferry ladies lifeboat guild in County Down – representing all those who voluntarily give their time and efforts for the RNLI.

The lifeboat was funded partly from the proceeds of the first part of the two-year Volvo appeal, in which nine Volvo 340DLs were raffled throughout the country, partly from the funds raised by the RNLI's 2,000 branches and guilds (including the special Tesco collections) with the remainder coming from other gifts including one from Mr and Mrs Frank Atkinson who met the cost of the engines.

Mrs Jessie Brown's name was 'drawn from a hat' which contained the names of a large number of voluntary workers nominated by

branches and guilds throughout the UK and Ireland, to be a representative of the army of hard-working volunteers who had made this lifeboat possible.

On a bright and very blustery day the guests, sheltered by a marquee thoughtfully provided by Volvo, heard Lt Cdr Brian Miles, the director of the RNLI open the proceedings, and Mr Charles Hunter Pease, Sales and Marketing Director of Volvo Concessionaires, hand the new lifeboat over to the RNLI, which was represented by Mr Maldwin Drummond, an RNLI vice president.

The service of dedication was conducted by the Reverend David Price, rector of Wimborne Minster, assisted by the Reverend Father John Mordaunt, parish priest of St Joseph's, Parkstone and the Reverend D. H. Wrenn, Methodist Minister, Poole.

Port Isaac – D class



Peter Tabor, the donor of Port Isaac's new D class hands over the lifeboat to the RNLI at a ceremony in the harbour area of the town.
(Photo courtesy Janet Young)

Port Isaac's latest D class inflatable was dedicated and handed over to the station branch in a ceremony which filled the harbour area of the village in fine weather on the afternoon of Sunday 4 September.

The lifeboat was provided by Peter and Mollie Tabor, and after the proceedings had been opened by Surgeon Captain F. W. Baskerville, president of the station branch, Peter Tabor presented the new

boat to the RNLI, which was represented on this occasion by Lt Cdr Jeremy Tetley, a vice president of the Institution.

David Castle, honorary secretary of the Port Isaac station accepted the lifeboat into the station's care, and a service of dedication was led by Father Hugh Fryer, Port Isaac's honorary chaplain, assisted by Methodist minister the Reverend John Young.

Kirkwall

Arun class *Mickie Salvesen*

The second of three lifeboats funded by the late Mrs Mary ('Mickie') Salvesen was named at Kirkwall, Orkney Islands, on Saturday 20 August by Mickie Salvesen's elder sister Mrs Doris Sutcliffe.

With 500 guests in attendance the ceremony was held on a wet and misty day which relented somewhat as the platform party approached.

Despite the gloom Kirkwall Harbour presented a splendid setting, enhanced by the Orkney Islands Council's total support in providing and presenting the arena.

With Brigadier Robertson, chairman of Kirkwall station branch, in the chair and young Caroline Foulis having presented a posy to Mrs Sutcliffe, Sir Charles McGrigor, Convener of the Scottish Lifeboat Council acknowledged the donor's generosity and formally handed the lifeboat over to the station which was represented by the honorary secretary, Captain Bill Spence.

Mrs Macrae, president of Orkney Mainland Ladies' Lifeboat Guild proposed a vote of thanks.

The service of dedication was led by the Reverend Cant, minister of St Magnus Cathedral, with the cathedral's choir and master of music in attendance.

Among the guests were Rear-Admiral Gustav Steimler, Secretary General of Norsk Selskab Till Skibbrudes Redning, the crew of the Norwegian lifeboat *Dagfinn Paust* and members of the Christian Salvesen company and the donor's family.

Exmouth – D class

Exmouth's new D class inflatable lifeboat was officially handed over and dedicated at a ceremony held on the slipway near the lifeboat station on Saturday 10 September 1988.

The lifeboat had been provided by the River Exe Watersports Clubs which were represented by Mr Gordon Mortimer, president of the Starcross Fishing and Cruising Club.

Mr Mortimer officially handed over the new boat to the RNLI, represented on this occasion by Captain A. G. McCrum, a member of the Institution's committee of management.

Captain McCrum then gave the boat into the care of Mr Derek Sargeant the station's honorary secretary before the service of dedication was conducted by the Reverend Mike Vincer who is the honorary chaplain of the station.

West Kirby – D class

West Kirby's new D class inflatable was dedicated at the station's lifeboat house at South Parade on Wednesday 18 May 1988.

The lifeboat was funded by a special Crewe Branch appeal, together with a gift in memory of Mr Francis McGrath – and 98-year-old Miss McGrath was among the guests who heard chairman of the Crewe branch Peter Bowman, hand over the lifeboat to the RNLI.

Receiving the new boat on behalf on the Institution Mr H. C. Mounsey TD FCA, a vice president and member of the committee of management, in turn handed the inflatable over to the safekeeping of the West Kirby lifeboat station, represented by honorary secretary Lt Cdr R. H. Jones RNR MBE.

The service of dedication was conducted by the Reverend Peris L. Williams, the vicar of Hoylake and lifeboat chaplain, and a vote of thanks was proposed by Mrs Sally Tavener, President of Hoylake ladies lifeboat guild.

Redcar – D class

Redcar's new D class lifeboat was officially handed over and dedicated at a ceremony at the lifeboat house on Sunday 11 September.

The boat was funded entirely by Marks and Spencer plc to mark the 25th anniversary of inflatable lifeboats.

The chairman of the station, Mr T. C. Walker, opened the proceedings before Mr T. Mole, manager of the Redcar and Hartlepool Marks and Spencers, officially handed over the lifeboat to the RNLI.

Mr Gilbert Gray QC, a member of the Institution's Committee of Management, accepted the boat on behalf of the RNLI before turning it over to the care of the Redcar station branch, represented by Ian Redman the station honorary secretary.

Mablethorpe – D class Braemar

Pouring rain on the morning of 31 August 1988 did not dampen the enthusiasm of Mablethorpe's lifeboat supporters as they decorated the lifeboat station and the surrounding area in readiness for the afternoon's dedication of the new D class inflatable, and the official opening of a new extension to the lifeboat house.

Opening the proceedings the chairman of the station, Mr E. R. Stones, welcomed all the guests, and in particular Mr A. Marsh, a director of Braemar Shipbuilders on the Isle of Wight, which had played a large part in the funding of the new boat.

In handing over the boat to the RNLI Mr Marsh reflected that the funding had started as a sponsored swim on his part, which had created so much interest among his friends and colleagues

Sheerness – D class



Actress Nerys Hughes names the new Sheerness D class lifeboat in traditional style. (Photo courtesy Kent Messenger Group)

The handing over and dedication ceremony of the new Sheerness D class inflatable took place at the lifeboat house in Sheerness Docks on Sunday 11 September 1988.

Mr David Carey, Sub Officer of Kensington Fire Station, which had funded the boat, presented her to the RNLI, and Mr Anthony Oliver, head of the fund raising department, formally accepted the D class inflatable on behalf of the Institution.

A service of dedication was conducted by the Reverend James Robertson chaplain of Redcar lifeboat station.

Some 40 members of staff from the local Marks and Spencer stores attended the ceremony, and the oldest member of staff at the shops, 70-year-old Rene Hockney, opened a bottle of champagne to wish the new lifeboat and crew good luck.

William Patterson, station honorary secretary, then accepted the boat into the station's care and she was dedicated by the Reverend Peter Hapgood Strickland, curate of the parish of Sheerness, before being christened by actress Nerys Hughes.

Llandudno – D class 41 Club 1

While much of the rest of the country was suffering from atrocious weather on 17 July 1988, Llandudno was able to welcome representatives from the 41 Club, which had funded the town's new D class lifeboat, in brilliant sunshine.

During a gathering immediately before the ceremony news filtered through that the boat was on stand-by for launching, but in the event all was well and the dedication went ahead as planned on the promenade.

Councillor Russell Gradwell, chairman of the station branch welcomed the guests, and past-president of the 41 Club Andy Wallace formally handed over the new inflatable to the RNLI – represented by Peter Williams, the area organiser and instigator of the appeal.

When the lifeboat had been passed into the care of the Llandudno station the Reverend Derek Richards, rector of the parish of Llandudno, conducted a short service of dedication and the lifeboat was launched to give members of the 41 Club an opportunity of sampling a fast inflatable in a choppy sea.

Whitby – D class

Despite the fog and drizzle rolling down from the Yorkshire Moors, Whitby remained suitably picturesque for the handing over and dedication ceremony of the town's new D class lifeboat on Sunday 23 October.

Mr John Wilson, son of the late Jack Wilson whose bequest funded the lifeboat in memory of his wife Hilda Mary, and all the other guests received a warm welcome from Mr Jim Hall, chairman of the Whitby station.

Gilbert Gray QC accepted the boat from Mr Wilson on behalf of the RNLI and passed her into the care of the Whitby station which was represented by Mr Les Heath, the honorary secretary.

Les Heath was able to recount the services already undertaken by the new lifeboat since her arrival at Whitby before the service of dedication was conducted by the Rector of Whitby, the Reverend Ben Hopkinson. Music was provided by the Marske Fishermen's Choir.

After a vote of thanks from Mrs Rita White, chairman of Whitby's Ladies guild the new boat was launched into an unusually calm harbour.

Torbay – D class

The latest D class inflatable to go on station at Torbay was officially handed over and dedicated at a ceremony held at the lifeboat house on Breakwater Hard, Brixham on 8 October 1988.

The cost of the new boat had been met by a bequest of Mrs Dorothy Martin, in memory of her husband Alfred Martin.

Captain Barry Anderson, chairman of the Torbay station branch opened the proceedings and Captain A. G. McCrum, a member of the RNLI committee of management then handed the new lifeboat into the care of Tony Smith, the honorary secretary of the Torbay station.

A short service of dedication was led by the Reverend Edwin Clements, until recently vicar of All Saints, Brixham, assisted by Mr Paul Jarrett, superintendent of the Royal National Mission to Deep Sea Fishermen.

Books ...

Some recent
publications
reviewed

The Story Of The Dover Lifeboats The Story Of The Hoylake and West Kirby Lifeboats

written and published by Jeff Morris,
prices in text

Jeff Morris, Honorary Archivist of the Lifeboat Enthusiasts' Society, continues his prolific chronicling and updating of the lifeboat stations around our coasts with these volumes, both updated second editions which bring the histories up to 1988.

As usual the author lists all the lifeboats which have been on station and relates some of the more interesting services.

Dover, being on a particularly busy stretch of water has had its share of incidents, and in the 1930s was also the base for one of the Institution's more unusual lifeboats – the 64ft, 17-knot *Sir William Hillary*, built to cope with the possibility of an aeroplane crash in the Channel as commercial aviation began to grow.

Hoylake has a long history of lifeboats, the first being established there as early as 1803, when the area was a sparsely populated peninsula and before the present community existed.

West Kirby may have been a later arrival on the scene, opening with an inflatable in 1966, just three years after the RNLI introduced them, but in its 20-plus years it has been a busy and active station.

Jeff Morris's well-researched and exhaustive histories make fascinating reading, not just for those who know the area but for anyone with an interest in lifeboats.

The Story Of The Dover Lifeboats is available from Mrs Post at 9 Tower Hamlets Street, Dover, Kent at £1.50 (plus 25p post and packing) and The Story of The Hoylake and West Kirby Lifeboats from Mr R. D. Jones at 6 Eaton Road, West Kirby, Wirral, Merseyside at £1.25 (plus 25p p & p).

An Illustrated Guide To Our Lifeboat Stations – Part 3

written and published by Jeff Morris,
£1.50 plus 25p post and packing

The third part of Jeff Morris's guide, which he hopes will eventually cover every lifeboat station around our coasts, takes in the area from Sheerness in Kent to Poole in Dorset.

The listings are necessarily brief, but include the names of all lifeboats at the station, the dates they were in service, medals awarded to crew members, any accidents and a brief note of any other points of interest. Most entries have at least one photograph of the station or boathouse.

Of particular interest to historians is the inclusion of stations which have subsequently been closed, and photographs and details of buildings no longer in use.

Sussex Shipwrecks

by Nicholas Thornton, published by
Countryside Books at £4.95

ISBN 0 905392 97 3

Nicholas Thornton's account of some of the many wrecks along the Sussex coast ranges from incidents in the late 17th century to the 1950s, and provides vivid accounts of some of the most spectacular disasters.

The incidents which come in for examination range as widely as the dates, from sailing men of war, through yachts and German submarines to a wreck which led to thousands of oranges and lemons being washed ashore and provided the beachcombers of Worthing with the materials for almost limitless marmalade.

The final chapter recounts the loss of the Rye lifeboat with all 17 crew in 1917, and the book's final, poignant photograph of the Rye lifeboat station, its doors bricked up after the lifeboat's loss and the closure of the station, seems a fitting and sobering way to end the tales.

Shipwrecks of the Isle of Wight

by Ken Phillips, published by David and
Charles at £9.95

ISBN 0-7153-8816-9

The *Mary Rose* and the *Royal George* may be two of the most famous ships to have sunk off the Isle of Wight, but they are far from the only ones – many hundreds having met their fate in these waters over the years.

Ken Phillips' book chronicles many of the more dramatic sinkings up to and including the Second World War, and also looks at the historical background to shipwreck, and the rights and actions of those on the shore.

The History of Yachting

by Ranulf Rayner, paintings by Tim
Thompson, published by David and
Charles at £35

ISBN 0 7153 91887

Although the text in this magnificently produced large-format book makes fascinating reading, it is the splendidly reproduced full-page paintings by Devon-based artist Tim Thompson which really make this volume stand apart from others on the shelves.

Starting with the square-rigged *Waterwitch* of the 1830s the series of 35 paintings takes the reader through the earliest days of yachting to the Big Class of the

Early photographs add poignancy to many of the events, and first-hand accounts are frequent. One of them throws light on the difficulty of navigating in the 19th century, when a survivor of the wreck of the *Irex* comments sardonically of the ship's master: 'He must have been very wrong for us to have been wrecked on the Isle of Wight on a voyage from Glasgow to Rio...'

The RNLI is scarcely mentioned, but the book is a very readable account of the many wrecks in the waters of the Wight.

Shipwrecks of Orkney, Shetland and Pentland Firth

by David M. Ferguson, published by
David and Charles at £9.95

ISBN 0 7153 9057 0

Shipwrecks of Orkney, Shetland and Pentland Firth is a sister volume to the similarly titled work on the waters around the Isle of Wight reviewed above and, although by a different author, follows a similar style.

There are some 1,500 documented wrecks in the area from Viking times to the present day, and the book examines a representative cross-section of the incidents, relating them to the changing trade patterns in the area.

Starting with a brief account of the earliest recorded shipwreck in 1148 the book covers the changing pattern of seafaring up to the most modern incident in 1979.

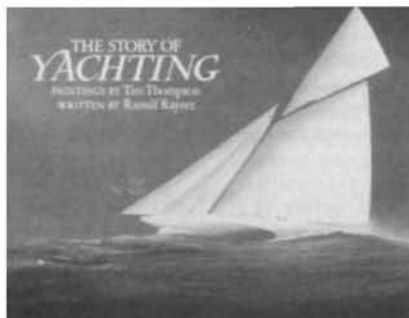
A separate chapter on famous rescues is included, in which the coxswains of the local lifeboats figure largely with Silver Medal services, as do the pilots of helicopters involved in rescues in the area.

1930s and on to the innovative 12 Metre *Australia II*, which brought the America's Cup back to life in 1983 when she fought back to win a last-race duel and snatch the cup away from American domination.

No single book can hope to give a detailed history of such a complex subject, but Ranulf Rayner has chosen many significant points along the way, and amplified them in informative style.

An impressive book, which will be enjoyed by yachtsmen and admirers of

marine art alike – and which will benefit the RNLI since part of the proceeds will be donated to the RNLI.



ISBN is the abbreviation for International Standard Book Number and should enable a bookseller to identify and order a book

100 years ago

From the pages of THE LIFEBOAT, February 1889 issue

SOUTH NORFOLK AND SUFFOLK LIFE-BOAT MEN

The Life-boat crews of this district, extending from Palling to Southwold, both inclusive, are formed on a different system from any other of the stations of the ROYAL NATIONAL LIFE-BOAT INSTITUTION.

The men who man the Life-boats are called Beachmen, are formed into companies for salvage purposes, and are trained in the handling and launching of beach boats from boyhood. These boats are called yawls and gigs, celebrated for their great speed. Each man, on attaining the age of eighteen, and having purchased his full share of the company's property, he is at once entitled to take his place as one of the Life-boat crew. Any of the beachmen on the spot are always eager to obtain a belt; every man of the companies takes an interest in the work, all combining for the occasion, where there is more than one company, when the life-boat is used, but at other times working in opposition, except at Gorleston, where they are worked by one company only.

The two coxswains are the only permanent members of the crew.

The method of sharing the money is by an old-established rule, namely, that all money received for service is put into one fund, and divided according to the number of men, five per cent. of the gross amount being divided among the crew of the boat, in addition to their dole.

Sometimes 120 men have been engaged in this work. The share for those who risk their lives is very small, but nothing can exceed the eagerness and enthusiasm of these brave fellows; no storm, however violent, no hour of the night, or season of the year, ever deterred them from launching to the help of ships in distress, and on no part of the coast have more gallant deeds been performed than at the East Coast stations of the ROYAL NATIONAL LIFE-BOAT INSTITUTION.

Such men are an honour to the nation, and we may well feel proud of them.

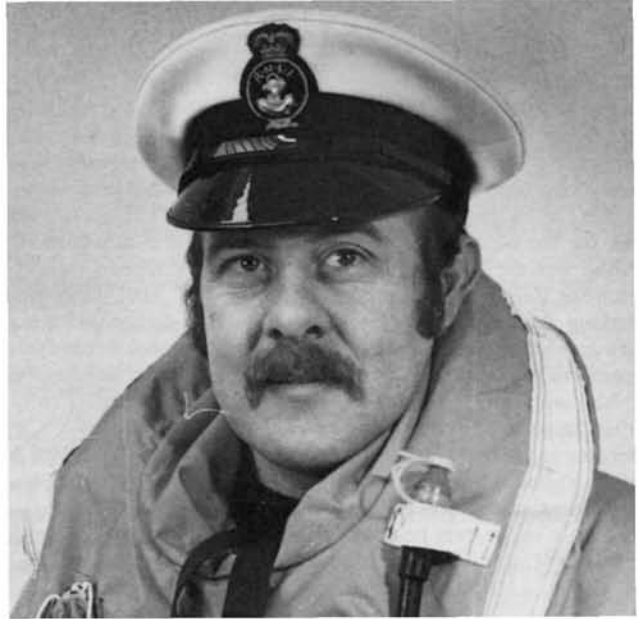
Constant practice in going to the assistance of ships on the sands, or requiring the assistance of a pilot in the offing, has brought out their best qualities as boatmen.

The South Norfolk and Suffolk boats are of different type to the self-righting boats, being water ballasted, and the airtanks extending the whole length of the boat. The larger class have two large lugsails; the smaller class are for rowing. They seem to be suitable for the requirements of this coast, having won the confidence of the men by 80 years' hard service.

In conclusion I would urge upon all to subscribe to the funds of the most noble of all Institutions - the ROYAL NATIONAL LIFE-BOAT. No other nation can boast of such a fleet of boats supported by voluntary contributions and manned by volunteers. We as Britons may well feel proud of them

F. J. Tansley

Today's Lifeboatmen



Coxswain/Mechanic Ian Johnson of Troon first joined the lifeboat crew in 1965. He was the boat mechanic from 1970 to 1971, when he became a fleet mechanic until 1976.

In 1978 he was appointed coxswain/mechanic at Portpatrick, returning to Troon in 1979 in the same capacity.

In 1980 he was awarded a silver medal in recognition of his courage, leadership and fine seamanship when the lifeboat went alongside the Dutch dredger *Holland I*, which was in danger of breaking her moorings off Irvine Harbour fairway beacon, on five occasions to rescue her crew of five in a westerly storm and a very rough sea.

Ian is married with four children and is very involved with helping youngsters achieve their silver and gold badges in the Duke of Edinburgh Award Scheme. He is also adjutant of the local Boys' Brigade.

Facts and figures

Provisional statistics as at 14 November 1988, show that so far in 1988:

The RNLI's lifeboats had been launched 3,387 times (an average of more than 9 launches a day)

More than 1,099 lives had been saved (an average of 3 people rescued each day)

More than 43 per cent of all services carried out by lifeboats were in winds of Force 5 and above

More than 57 per cent of all services were to pleasure craft

There are 262 lifeboats on station, with a further 63 in the relief fleet

117,617 lives have been saved since the RNLI was founded in 1824

Costs

The cost of running the RNLI in 1988 was £34m. The approximate current cost of building a lifeboat is:

16ft D class inflatable - £9,000

21ft Atlantic rigid inflatable - £42,000

38ft 6in Mersey - £360,000

47ft Tyne - £590,000

52ft Arun - £600,000



The Fund Raisers

Car booty!

Hundreds of people made money from filling their car boots with unwanted items and selling them at the sale organised by Henley branch, but the real winner was the Institution which received a staggering £3,500.

Many attics and garages had been turned out for the occasion and half the money raised was the result of sellers paying £6 each for their pitch, the rest coming from parking 2,000 cars and from an all-day demand for refreshments served by branch members and friends.

Although most car boot sales peter-out after lunch, the Henley branch sale has become so well established that it is now an all-day affair. Norman Daniel, one of the organisers, said 'It was the biggest and best boot sale we've ever held and we're more than £1,000 up on last year's total.'

Ashore at Cranleigh

The annual Cranleigh Show gave the local branch an opportunity to display the Shoreham D class inshore lifeboat, and Mechanic Jack Silverson was on hand to answer questions from visitors. From what was basically a public relations exercise on behalf of the Cranleigh and District branch to project themselves to the general public in the area, £281 was raised from the sale of souvenirs.

However, they did have enquiries as to where the lifeboat was kept in Cranleigh and that there should have been a notice on the stand with the time of high water – a request for a continuous recording of seagulls crying was resisted!

Fête accompli

On a typically English June afternoon the rain stopped just long enough to allow the village fête at Poslingford, Suffolk, to go ahead without damping the spirits or the summer clothes of those present.

The fête was declared open by Robin Middleton, retired crew member of New Brighton lifeboat.

Half the proceeds of the fête, £360, was donated to the Haverhill and District branch who themselves made an additional £89 from the sale of souvenirs and a 'Pick a Nail' game.

No hitches at Hitchin

For once Hitchin and District branch were blessed with good weather for their annual house-to-house collection and flag day, and despite a shortage of volunteers for both events, they were able to top £1,000.

Afternoon tea in Church House, Hitchin and the sale of a mouth-watering selection of cakes – which did not stay on the tables very long – raised approximately £171.

Boxing clever

Jim Smith, Cromer's honorary secretary is cock-a-hoop with the amount collected in the station's three collecting boxes.

In twelve months the boxes attracted a staggering £6,244 – and needed frequent emptying!

Jim has no secret recipe for success, he says the station just looks after them, and makes sure there is a small box handy near the souvenir sales to take the customer's small change.

Radio navigation

Twelve noon on a Saturday afternoon in July saw the start of Ponden Boat Users seventh 24-hour sponsored sail, this time with a difference. The sailing club was joined by Keighley Amateur Radio Society who were running a 'special event' radio station, also sponsored, using the call sign GB75OYC.

The Radio Society of Great Britain are celebrating their 75th year and so there were many other special event stations using the GB75 prefix and keen competition among radio hams to contact them.

Five dinghies, two canoes and a windsurf team started the event and had to contend with midges, rain, flat calm and boredom, not necessarily in that order.

The radio hams were hard at work and were in contact with people in a wide variety of places, ranging from Oakworth, two miles down the road, to Australia and Indonesia, taking in Russia, Italy and the Ukraine.

200 radio contacts were made in 20 separate countries and despite the poor weather the sailors managed a total of 204 laps.

The event is expected to raise well over £800, which will be divided equally between the Ocean Youth Club and the RNLI.

Two top three

Chris Sutcliffe, a committee member of West Wickham branch, and colleague, Mike Haywood, set out to climb the highest mountain in Scotland, England and Wales to raise funds for the RNLI.

They left London Heathrow by air to Scotland to climb Ben Nevis, then went on to Scafell Pike in the Lake District, followed by Snowdon in Wales – all in 48 hours.

The expedition would not have been possible without the support of Dan-Air for the flight to Inverness and Avis, who supplied a car for the remaining journeys between climbs and return by road to Heathrow.

The trip involved 11,000 feet of climbing by Chris and 840 miles of driving by Mike, and resulted in £571.40 being raised and donated to the Institution.

All in a row

Intrepid oarswoman Jane Trembath, aged 70, battled against blustery conditions to complete her 25-mile sponsored row down the River Dart in aid of the RNLI.

Miss Trembath, using the same 14-foot rowing dinghy she once used to ferry passengers across the River Fal when she ran her own ferry business at Falmouth in the 1960s, set off from Totnes and reached Dartmouth three-and-a-half hours later.

After a hero's welcome she was entertained to lunch at Dartmouth Yacht Club before departing on the homeward leg.

'It was hard work but worth it. I enjoy rowing and am glad I did it', said the plucky pensioner, who has been a life-long supporter of the Institution and helps run the charity's stall at Totnes Elizabethan market.

Miss Trembath's row raised a magnificent £1,722.20.



70-year-old Jane Trembath on her epic row down the River Dart, escorted by Torbay's new D class inflatable, and (inset) Jane at the oars during her 25-mile fund raising trip. (Inset photo courtesy Western Morning News)



Drawing to a close

During the Autumn the suspense ended for the many thousands of supporters who had bought tickets in the Volvo draws, which had been run in seven of the RNLI's fund-raising regions.

The big prize in each region was a brand new Volvo 340 car, kindly donated by Volvo's UK concessionaires, with several prizes for runners-up in many of the regions.

The first draw was for the **North East** region's prize, when on 28 September the Mayor of Harrogate, John Marshall, drew the winning ticket at the Harrogate premises of Volvo Concessionaires. The winner was **Mrs D. Limb**, who is the wife of Skegness station's tractor driver.

The next three draws were held on 30 September, in the Welsh, Scottish and South East regions.

Councillor Bill Herbert, the Lord Mayor of Cardiff drew the **Welsh** region's winning ticket outside City Hall, to the delight of **Mr. J. Johnston** of Penrith in Cumbria who found himself the owner of the Volvo.

In the **Scottish** region Sir William Sutherland, Chief Constable of Lothian and Borders Police drew the winning ticket at the Edinburgh Sheraton on the same day. The ticket had been sold by the Trossach branch and belonged to **Mr R. J. Bews** of Clackmannan.

Michael Beach, the coxswain of Newhaven lifeboat, drew the **South East** region's lucky winner at a Grace Darling anniversary cocktail evening which had been organised by Haywards Heath Branch at Bantridge Forest, Balcombe, Sussex. The evening raised a further £1,000 for the RNLI and the winning ticket belonged to **Mr K. T. Colvin** of Brentford, Middlesex.

Next in line was the **South West** region's car, and at the Regional Conference in Torbay on 11 October Councillor D. J. Reid, the Mayor of Torbay delved into the Volvo's boot and picked the ticket of **Mrs Lock** from Plymstock in Devon. To everyone's delight the winner was present at the conference—and more than a little over-awed by her luck.

On October 13 it was the turn of the **Eastern** region when Peter Burwood, the coxswain of Harwich lifeboat picked the winning ticket at the regional office at Hadleigh. The winner here was **Mrs A. Moffat** of Harpenden, Hertfordshire.



Sir William Sutherland, Chief Constable of Lothian and Borders police holds the winning ticket in the Scottish region Volvo Draw. Pictured from left to right in front of the car are: Gillian Paton, representing Loganair who presented a runners-up prize, Andrew Cubie of the RNLI, John Cunningham of Volvo, Assistant Chief Constable A. MacKenzie, Miss Julie Deans of the RNLI, Mr D. Mullen of Volvo Colin Lawson of the RNLI and Maida Fotheringham of the Edinburgh Sheraton.

The final draw took place at Wimborne, Dorset on 14 October when Councillor Malcolm Angel, the Mayor of Wimborne, drew the winning ticket for the **Southern** region in the town square. The winner was **Mr R. Peachey-Austing** of Salisbury, Wiltshire.

The 1988 Volvo draws raised a total of £262,663 bringing the grand total of the draws in 1987 and 1988 to around half-a-million.

The benefits of last year's draw have already been seen in the form of the Tyne class lifeboat *Voluntary Worker* (see naming ceremony in this issue), and it is hoped that the second year's draws will result in another offshore lifeboat being added to the fleet.

● *The amounts raised in the seven participating regions were: North East £39,000; Welsh £22,000; Scottish £40,000; South East £31,000; South West £53,024; Eastern £28,364; and Southern £49,275.*

Reserve radio

Whitstable lifeboat station was presented with a mobile radio, thanks to generous members of the Chatham division of the Royal Naval Reserve.

Officers and ratings from *HMS Wildfire* raised the money to buy the £730 radio in a sponsored walk from Medway to Whitstable.

The walk was the idea of Chief Wren Pat Howes from Gillingham, and 12 members made the 25-mile trek.

Members of the Whitstable lifeboat crew visited Chatham earlier in the year to receive the cheque for the radio, but a party from *HMS Wildfire* later travelled to Whitstable to hand over the radio formally.

Fun at Fambridge

The North Fambridge Yacht Club organised a Fun Day for members and guests and raised £289.75 for lifeboat funds.

The more energetic members participated in a cruiser race around the moorings, followed by a number of exhausting competitions involving carrying water in leaky tins, chasing balloons down the River Crouch and rowing dinghies across the tidal stream in relay. Those sensible enough to avoid the press-gang supplied teas in the clubhouse and manned a souvenir stall supplied by the local branch.

Sting in the tail

Visitors to Calshot's successful sixth Southern Ski Show were amazed to find that not only did they have to pay to get in to the Show, but even worse they were invited to pay to get out!

This enterprising idea was the brainchild of the Calshot Sports Association who provided the merry gang of volunteers that manned the gate and car park.

Becoming bored towards the end of the day, they picked on the RNLI as a worthy charity and approached those leaving the show for their loose change. Collecting boxes were soon full and an upturned traffic cone was pressed into service!

By the time the stallholders had contributed the cone was full and over £200 had been collected. Calshot lifeboat station were the delighted recipients.

Sea dip!

Even though she hates the water, Lynn Oliver, barmaid at the 'Hare and Hounds', Hawkenbury, agreed to be thrown overboard for a sponsored fund raising stunt.

Andrew Faine, a crew member of the Dungeness lifeboat, jumped with her and, assisted by other members of the crew, he soon had her safely back on board. Money is still coming in from sponsors and it is hoped to raise at least £400.

Turning the Tables

Clacton-on-Sea branch had a very successful flag day this year, with £3,700 being raised from the street collection, boxes in shops, offices, schools and churches and special events.

For the third year running Clacton Round Table supported the flag day. They arranged for the main shopping street to be closed to traffic and organised marching bands, judo displays, face painting, bouncy castle, balloon races, vintage car displays and a street organ, while the fire brigade displayed one of their engines.

Collecting boxes were supplemented with buckets borrowed from the Carnival Association and, apart from collecting the pennies, the branch had a central display of an inshore lifeboat while the ladies' guild manned a souvenir stall.

Mr P.A. Edwards, branch flag day organiser, said 'Perhaps other branches would consider approaching organisations to team up with, although in our case we were lucky, as the Round Table volunteered their services to us.'

Derby's year

The former Mayor of Derby, Nancy Wawman, was pleased to hand over a cheque for £14,000, the result of a year-long fund-raising campaign for the city's lifeboat appeal.

£ The Fund Raisers

Continued

Bulb aid

For nine years Mr Leonard Temple of Sheringham has sold spring flowering bulbs in aid of chosen charities.

During this time he has raised a total of £7,500, and this year it was the Norwich Ladies' Guild who benefited to the tune of £928.

But the 78-year-old retired auctioneer has now decided he is too old to do it any more. 'It's a lot of work, and I've got a lot of other things on the go', said Mr Temple.

Far ranging

'Frobisher' Sea Rangers from Battersea, rowed their gig *Lord Louis* in the Company of Watermen and Lightermen's Great River Race - 17 miles down the Thames, on the peak of the tide from Twickenham to the Tower of London.

About 80 boats competed, representing many organisations which included the Royal Navy, River Police, Sea Cadets and Sea Scouts. 'Frobisher' completed the course in 2 hours 45 mins and won the Ladies' prize of £200, which they generously donated to the RNLI.

Swimming for Swanage



The Reading branch of the British Sub Aqua Club visit Swanage at least once a month all the year round, and this year they decided to give the station half the sponsorship money raised from a three-mile swim in the Thames. Thirty five members of the club raised

£2,000, divided equally between the RNLI and the Diving Diseases Research Centre.

Coxswain Vic Marsh (right) is pictured receiving the cheque from Diving Officer Steve Clarkson.

(Photo courtesy George Crane)

Live collection for Anstruther's Gala Day



Six-year-old Stuart Tarvet of St Monans was so keen to help at Anstruther's Lifeboat Day Gala that he dressed up as a collecting box, and collected £20!

The Gala attracted over 5,000 people and the firing of a maroon started the first of the day's events, a parade of fancy-dressed rafts carried on floats through the town to the beach where they were lined up in readiness for the great raft race.

A prize was awarded to the 'Smugglers

Inn' for the best dressed float, and the winner of the race was the 'Tartan Tavern' raft. A trophy for the raft with the most sponsors (£650) was awarded to the 'Salutation' bar, and a rescue display by the Anstruther lifeboat *The Doctors* and a helicopter from RAF Leuchars drew the crowds.

Various fund raising events were taking place on land and in all £4,000 was raised for lifeboat funds that day.

(Photo courtesy of D C Thomson, Dundee)

Marathon run.

Frank Appleton, who ran the London Marathon to raise funds for Boroughbridge Ladies' Guild, later presented the guild with £800.

Frank's fiancée, Sandra Dale, is a member of the guild's committee, and it was she who helped with the sponsorship, collecting sponsors and gathering in the money after the run. Both Frank and Sandra are great lifeboat supporters, Frank having a nephew in the Whitby lifeboat crew.

Regular help

During the year, 'regulars' at the Wrens Hotel, Leeds, have held various fund raising events for the RNLI, ranging from sponsored walks, to concerts, raffles and collections.

The total raised was £1,670, and the proceeds were presented to Filey lifeboat station to help towards the cost of new waterproof clothing and a new tractor radio.

Fayre play at Swanage

Despite blustery winds Swanage Ladies' Guild Annual Fayre raised £3,000. The highlight was a Junior Town Crier competition, judged by Swanage's champion town crier Derrick Fincham, with the winners and runners-up receiving cups and certificates.

School lunches

A luncheon was held at Barnard Castle School, Co Durham, and 125 people were served with a meal prepared and provided by nine committee members of the Teesdale Ladies' Guild. With a raffle and souvenir stall a grand total of £1,027 was realised.

High achievers

The outstanding effort of this year's very successful Lifeboat Week at Portpatrick was the sponsored parachute jump masterminded by second coxswain Alan 'Mac' McQueen.

Ten of the crew took part, jumping from 2,500ft into the sea - all of them jumping for the first time. Crew member Colin Atkinson's wife Julie, also bravely volunteered to jump.

Portpatrick Lifeboat Week has been held since 1977, and has now developed to such an extent that several events take place each day. Pipe bands, bonny baby competition, dog training club demonstration, children's fancy dress parade, and a greasy pole contest were just a few of the diverse events of this year's week.

This year was the second that the recently-founded Portpatrick ladies' guild has taken over a lot of the work involved, including the important aspect of counting the money, which totalled £8,600.

The co-operation between the guild and the crew, led by Coxswain/Mechanic Robert Erskine, is tremendous with many of the men taking their holidays during lifeboat week so they can help out.

In brief

A BUSY summer for **Aldeburgh and District** ladies' guild enabled them to raise more than £6,000. Lady Cave kindly opened her gardens for a supper party, which raised approximately £500, a street fair raised more than £2,200 and the Marmalade Club of Thorpeness held a dance which contributed a further £2,250. A sunny day for the annual lifeboat day and flag day raised another £1,090.

THE ANNUAL bazaar organised by **Barton on Humber** branch was opened by Steve Massam of BBC Radio Humber and proved very profitable, with just over £1,000 being raised for lifeboat funds.

REGULARS at the Old Brig Inn Hotel in Beattock, Scotland, held a sponsored marathon darts session. After playing all day they raised £337.50 for the **Moffat and Beattock** branch. The branch, which is one of the furthest places from the sea in Scotland, has been going strong for over 30 years and this year has raised over £2,500 for lifeboat funds.

MIKE Bicks, Dr John Jones-Morris, David Taylor, Chas Warren and Ian Tutton, all members of Madoc Yacht Club, Porthmadog, took part in a sponsored row from Porthmadog Harbour to the Fairway Buoy and back, a distance of 7 nautical miles. Their efforts at the oars resulted in a cheque for £1,000 being presented to Mr Gwilym Evans, honorary secretary of **Criccieth** lifeboat station.

YOUNG members of Rotaract Stirling collected £900 by organising various activities, including a 27-hour table football event. A cheque for this amount was presented to Mrs Julia Paterson, president of **Stirling** branch, by Mr Alan Pratt, president of Rotaract Stirling and Mr Gordon Brewster, past president.

CAMPBELL Barclay and Hugh Mair undertook a sponsored water ski to Maryport and back from Kippford, raising £475 for **Kippford and District Ladies' Guild**.

Fit and helping

The Hampshire Keep Fit Association is celebrating after raising £2,037 for the RNLI lifeboat appeal with its charity work in the past year.

Members were thanked for their hard work at the association's annual meeting in Petersfield.

Ladies' Keep Fit Appeal

The total amount raised by the year-long national Ladies' Keep Fit Appeal was £144,286.

Meeting the challenge

At a ceremony at St Abbs lifeboat station, Mrs June Gascoigne of Dudley, Cramlington, handed over the sum of £584 she had collected as sponsorship money for her efforts in 'The Great North Challenge'.

The event involved walking 11 miles, cycling 13 miles and completing a half marathon. The money was presented to Mr E. Greene, honorary treasurer of St Abbs branch, and, by way of a thank you, June was taken on a lifeboat exercise.

Two halves

Two regulars at the 'Fir Tree' public house in Farnborough, Hampshire, had half their beards shaved off in an effort to raise money for the RNLI.

Colin Howard and Chris Ball, aided and abetted by the landlord, John Palmer, pub regulars and work colleagues, managed to raise over £500 in seven days, proving that things done by half measures do sometimes bring results.

The one that didn't get away



After opening the annual harbour fete organised by North Sunderland Ladies' guild Brendan Foster received a salmon from young Steven Shell, son of a crew member, and his wife was presented with a bouquet by Nikki Shiel, granddaughter of the Second Coxswain.

The 150th anniversary of Grace Darling's

Showing the way



A fashion spectacular, ranging from wedding dresses to children's wear, organised by Gloucester with Churchdown branch at Gloucester Guildhall proved a great success.

The fund-raising 'Clothes Show' focused on various aspects of present day fashion from clothes to hair and beauty, and began with a parade of children's wear. Two of the delightful models are pictured on the cat walk. This was the fourth fashion show organised by the branch, which have raised more than £1,500 for lifeboat funds.

(Photo Berrows Newspaper Group)

rescue drew greater crowds than ever and it was a record breaking day with £12,281 being raised. This swelled the guild's funds for the year to over £20,000 - another record. The greater part of this will be transferred to the Grace Darling Appeal, for a new lifeboat at North Sunderland.

(Photo courtesy The Berwick Advertiser)

The other half

Alan Myrtle of Bicester and three friends at the Peyton Arms public house in Stoke Lyne agreed to spend four days over the bank holiday with half a beard. As the bank holiday approached the other three shaved off their beards completely, leaving Alan as the only one with half a beard for the holiday weekend.

Regulars at the pub chipped in and his sponsorship brought in the sum of £150 for lifeboat funds.

Hare today ...

During the short time Vic and Sally Roberts kept 'The Hare and Hounds' in Eynesbury they collected almost £1,000 for the Gamlingay, Sandy and District branch.

After moving back to their home town of Rhyl they were presented with a specially printed honorary life membership card of the branch, suitably inscribed and signed by the president and all members of the branch.

Tractors galore!

Paul Thompson, a member of Leeds Shoreline branch, has been showing his collection of over 200 model tractors at many events over the past five years, and has raised over £500 for the RNLI.

Paul's collection has been built up over many years, some items are from his childhood, and they were recently displayed at Harrogate following the Trans Pennine run of Historic Vintage Vehicles.

A lot of bottle



Each year since 1946, a local pub in New Quay, Dyfed, has made a collection for the RNLI with a huge bottle on the bar. Together with his wife, David Rees, one of the few remaining crew of the *William Cantrell Ashley*, the last sailing and rowing lifeboat on the coast of the British Isles, is responsible for getting the bottle filled. This year the bottle contained a record £895.27.

Dai, as he is known locally, has a family history connected with lifeboats. His grandfather was honorary secretary of the station in 1890 and Dai was awarded the bronze medal in August 1966 while a member of the New Quay lifeboat crew.

In the picture Dai is opening the record-breaking bottle with wife Pat second from right, watched by members of New Quay Ladies' guild.

Quick on the draw

Tunbridge Wells & District branch took part in the Maidstone River Festival and, through their inspired efforts, sold more than £700-worth of Volvo raffle tickets.

Headed north

As a result of a 300-mile sponsored walk round the north of Scotland by Donald MacSween, Stornoway branch has benefited by £2,562.75.

Knit one, sell one



Keen knitter, Mrs Lillian Hammond, a resident of a nursing home in Hunstanton, has raised £80 for Hunstanton lifeboat through the making and selling of soft toys. Mrs Hammond, who is bed-ridden, sells the toys to friends, visitors and members of the home's staff and is pictured with crew member Charles Groundsell (left) and shore helper Tony McDonald after presenting them with a cheque.

(Photo courtesy Eastern Daily Press)

Canvassing support



Mr Martin Harris, a well known artist whose works sell in London galleries for upwards of £1,000, is pictured with the painting that he generously donated to Sheerness lifeboat station at their last dance. The painting raised £575 for the Institution.

Run for the lifeboat



Warrant Officer T. J. Hudson MBE is shown presenting a cheque for £200 to the President of Plymouth lifeboat station, Vice Admiral Sir Robert Gerken.

The money was raised by WO Hudson's friends and mess mates who sponsored his run in the Plymouth marathon.

(Photo courtesy of HMS Drake)

In the swim

Pupils from the junior section of Shirenewton Primary School raised £500 from their sponsored swim at Chepstow Leisure Centre. Three of the pupils, Claire Lynch, Daniel Phillips and Richard Selby presented the cheque to Mrs Mary Price, vice chairman of the Chepstow branch. The children were inspired to raising such a magnificent sum after doing project work on Grace Darling.

Good sports!

To raise funds for the RNLI and another charity, Tom Trimby and Clive Tuxford, who live in the Colchester area, announced their intention to visit 60 towns and villages in one day, driving their classic Morgan sports car.

Dressed as Noddy and Big Ears respectively the two motorists attracted much attention as they set about their task, and, having completed the trip were able to present £375 to Colchester District branch.

Having a ball

The annual May Ball organised by the St Agnes ladies' guild was held in a marquee erected on land owned by Dr H. Whitworth.

750 guests danced and made merry until 4 o'clock the next morning and a full English breakfast was served at 1am!

A draw for six bottles of champagne and a tombola stall all helped towards the £2,400 raised for lifeboat funds.

Lifeboat Day in St Agnes also proved very successful with £2,100 being raised. Beautiful weather made an ideal backdrop for a freefall parachute display and there were rescue and helicopter displays, boat rides, pony rides, sandcastle competitions, souvenir stalls and raffles.

A Festival, a marathon

... and plastic ducks

The RNLI was well represented at the Glasgow Garden Festival thanks to the Drambuie Liqueur Co, and their brand manager, Mr Maxwell Niven, a Shoreline member.

Displays involving the Helensburgh Atlantic 21 lifeboat and an air/sea rescue helicopter were presented monthly during the course of the Festival, at which a Watson class lifeboat was also exhibited, and in August the festival was combined with the final stage of the Cross Scotland Dinghy Marathon and the subsequent fun event.

Organised by Linlithgow Union Canal Society, the 48 entrants in the marathon – all of whom had been invited to seek sponsors for their gruelling event – successfully completed the course, and were then let loose to chase 1,000 plastic ducks released into the marina...

Raymond Baxter (chairman of the RNLI's Public Relations Committee) held everyone's attention with an excellent commentary for a vast throng of people lining the banks of the River Clyde, which was also the stage for an impressive display by boat and helicopter.

In a lighter vein his impromptu comments in the chase of the plastic ducks kept the audience amused and entertained.

So far sponsorship of the event has brought in approximately £6,000 for the Institution's funds.

Darlings of Broadstone

Members of Broadstone branch raised £463 during their Grace Darling Appeal Week.

Guiding the Rose



To commemorate the Jubilee Year of Townswomen's Guilds, the Central Yorkshire Federation of Townswomen's Guilds held a 'Sixty Glorious Years' event at the Royal Baths Assembly Rooms in Harrogate.

The York East TWGs were asked to put on a display featuring historic moments

from the years 1973 to 1988, and as part of this venture they chose the RNLI's 150th anniversary in 1974. The chairman of Heworth Ladies' Guild (and active TWG member) Mrs Jean Rose, arranged a mock naming ceremony for the display, with a cut-out lifeboat named *Jean Rose!*

Lifeboat Services

June and July, 1988

Aberdeen, Aberdeenshire

54ft Arun: June 11

Abersoch, Gwynedd

Atlantic 21: June 4, 18, July 12 (three times), 24 (three times), 26 (twice) and 27

Aberystwyth, Dyfed

C class: June 12 (three times), 23, July 12, 31

Aith, Shetland

52ft Arun: July 9 (twice) and 10

Alderney, Channel Islands

44ft Waveney: June 10, 25, July 3 and 10

Amble, Northumberland

Relief 44ft Waveney: June 18, 26 and July 14

44ft Waveney: July 24 and 27

D class: June 18 and 26

Angle, Dyfed

47ft Tyne: June 4, 6, 10, 20, 25 and July 8

Anstruther, Fife

Relief 37ft Oakley: June 21 (twice), July 3 and 24

37ft Oakley: July 29

Appledore, North Devon

47ft Tyne: June 6, 21 and July 17

Atlantic 21: June 5, 6, 10, 19, 21, 28, July 17, 18, 24, 26 and 30

Arklow, Co Wicklow

44ft Waveney: June 17

Arran (Lamlash), Buteshire

C class: June 12, 18, 21, July 10, 17 and 25

Arranmore, Co Donegal

Relief 47ft Tyne: June 9, 10, 16 and 20

47ft Tyne: June 29 (twice), July 8 and 16

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

Atlantic 21: July 2

Ballycotton, Co Cork

52ft Arun: June 6, 19, 28, July 4, 5, 9, 14 and 18

Baltimore, Co Cork

47ft Tyne: June 6, 23, 24 and July 4

Bangor, Co Down

Atlantic 21: June 5, 16, July 3, 11, 12, 13, 24 and 27

Barmouth, Gwynedd

37ft 6in Rother: June 30 and July 10

D class: June 27 and 30

Barrow, Cumbria

47ft Tyne: June 17, 24, 28 (twice), July 3 and 22

D class: July 3 and 10

Barry Dock, South Glamorgan

52ft Arun: June 16

Beaumaris, Gwynedd

Atlantic 21: June 13, 26 (twice), July 25 and 30 (twice)

Bembridge, Isle of Wight

47ft Tyne: June 19

D class: June 3, July 11 and 30

Berwick-upon-Tweed, Northumberland

Atlantic 21: June 22, July 14, 24 and 27

Blackpool, Lancashire

D class: July 3 and 8

Blyth, Northumberland

44ft Waveney: July 3

Borth, Dyfed

D class: June 5, 25 and July 27

Bridlington, Humberside

37ft Oakley: July 24 (three times)

D class: June 4 (four times), 19 (twice), 22, July 2, 3 (twice), 9, 24, and 30 (three times)

Brighton, East Sussex

Atlantic 21: June 2, 5, 9, 12 (twice), 21, 22, 25, July 6, 8, 17, 22 and 24 (twice)

Buckie, Banffshire

Relief 52ft Arun: June 7

Bude, Cornwall

D class: July 3

Burnham-on-Crouch, Essex

D class: June 12, 13 and July 3

Burry Port, Dyfed

D class: June 12, July 17, 19 and 23

Calshot, Hampshire

33ft Brede: July 17

Campbeltown, Argyllshire

52ft Arun: June 29, July 10, 17 and 22

Clacton-on-Sea, Essex

Atlantic 21: June 2, 11, 12, 23, 25, July 2, 4, 10, 13, 17 and 23

D class: July 3

Cleethorpes, Humberside

D class: July 10, 19, 28 and 29

Clovelly, North Devon

70ft Clyde: June 11, 16, 21 and July 31

Courtmacherry Harbour, Co Cork

48ft 6in Solent: June 6, July 25 and 27

Criccieth, Gwynedd

C class: June 4, 8 (three times), 13 (twice), 14, 15, 22, 25 (four times), July 12 and 26

Crimdon Dene, Co. Durham

D class: June 5 and 12

Cromer, Norfolk

47ft Tyne: June 15, July 10, 15 (twice), 17, 23 and 25

D class: July 10 and 17

Cullercoats, Tyne and Wear

C class: June 13, 21, July 15, 24, 27 and 29

Donaghadee, Co. Down

52ft Arun: June 28, July 2, 10, 12 and 27

Dover, Kent

50ft Thames: June 10, July 2, 4, 13, 18 and 24

Dungeness, Kent

37ft 6in Rother: July 7 and 17 (twice)

Dun Laoghaire, Co Dublin

44ft Waveney: June 29

D class: June 20, July 1 (three times) 4, 6 and 21

Dunmore East, Co Waterford

Relief 44ft Waveney: June 2 (twice), 26 and July 24

Eastbourne, East Sussex

37ft 6in Rother: June 3, July 17 (five times), 24, 25 and 27 (twice)

D class: June 2, 3, 4, 10, 15, 16, 20, 22, 25, July 7, 8, 17 (three times) and 25

Exmouth, South Devon

33ft Brede: July 28

D class: June 12 (twice), 17, 26, 30, July 7, 9, 14, 17 (twice), 20, 25 and 28 (twice)

Eyemouth, Berwickshire

44ft Waveney: July 18

Falmouth, Cornwall

52ft Arun: June 30

Atlantic 21: June 22, July 5, 14 and 27

Filey, North Yorkshire

37ft Oakley: July 30

D class: June 13, 21, 25, July 4, 9, 10 (twice), 19 and 27

Flamborough, Humberside

37ft Oakley: June 22, 23 and July 24 (twice)

Fleetwood, Lancashire

44ft Waveney: June 12, 15, 21, July 3 (twice), 10 and 24

D class: June 16 and July 24

Flint, Clwyd

D Class: July 23

Fowey, Cornwall

44ft Waveney: June 1, 5, 22, 28, July 18 and 31

Fraserburgh, Aberdeenshire

47ft Tyne: July 1 and 9

Galway Bay, Co Galway

52ft Arun: June 2, 3, 5, 12, 21, 26, 28, July 1, 4, 16 and 30

Girvan, Ayrshire

33ft Brede: June 25 and July 27

Great Yarmouth and Gorleston, Norfolk

44ft Waveney: June 26, July 10, 24, 25 and 28

Atlantic 21: June 1, 5 (twice), 19, 26, 30, July 2 (twice), 7, 10, 25 and 26

Hartlepool, Cleveland

44ft Waveney: June 12 (twice), 22 and July 27

Atlantic 21: June 3, 5, 12 (twice), July 9, 25 and 31 (twice)

Harwich, Essex

44ft Waveney: July 24

Atlantic 21: June 5, 19, July 2, 3, 5, 9, 15, 22, 24 (five times), 25 and 31

Hastings, East Sussex

Relief 37ft Oakley: June 26, July 5 and 6

D class: June 9, 14, 24, 25, 26 (twice), 30, July 2, 3, 5, 6, 22, 23 and 31

Hayling Island, Hampshire

Atlantic 21: June 11, 12, 15, July 1, 2, 3, 17, 29 and 30

Helensburgh, Dunbartonshire

Atlantic 21: June 15, 26 and July 10

Holyhead, Gwynedd

47ft Tyne: June 28 (twice), July 10, 18 and 28

D class: July 25 (twice)

Horton and Port Eynon, West Glamorgan

D class: June 22, July 9, 13 and 16

Howth, Co Dublin

Relief 52ft Arun: June 25 (twice), 29, July 9 (three times) and 24

D class: June 12 (twice)

Hoylelake, Merseyside

Relief 37ft Oakley: July 6, 24 (twice) and 31

Humber, Humberside

52ft Arun: June 3, 9, 11 (twice), 23, 26, 27, July 1, 2 and 23

Hunstanton, Norfolk

Atlantic 21: July 3 and 20

Ilfracombe, North Devon

37ft Oakley: June 6 and July 28

Invergordon, Ross-shire

33ft Brede: July 9

Kilkeel, Co. Down

D class: July 9 and 21

Kilmore, Co Wexford

37ft Oakley: June 4, 24 and July 14

Kinghorn, Fife

C class: June 7, 11, 13, 18, 22, July 6, 12 (twice) and 23 (twice)

Kirkcudbright, Kirkcudbrightshire

37ft Oakley: July 24

Kirkwall, Orkney

70ft Clyde: June 6

Largs, Ayrshire

Atlantic 21: June 18, 24, July 6, 26 and 31

Lerwick, Shetland

52ft Arun: June 5, July 6 and 13

Little and Broad Haven, Dyfed

D class: June 15, 16, 22, July 25, 29 and 30

Littlehampton, West Sussex

Atlantic 21: June 4, 9, 12 (three times), 20, July 3, 6, 10, 14, 19 and 31

Littlestone-on-Sea, Kent

Atlantic 21: July 2 (twice), 9, 17 (twice) and 20

Llandudno (Orme's Head), Gwynedd

Relief 37ft Oakley: July 1 and 24

D class: June 18, July 9, 17 and 24

Lochinver, Sutherland

48ft 6in Solent: June 8 (twice) and July 28

Lowestoft, Suffolk

47ft Tyne: June 12, 25 and July 1

Lyme Regis, Dorset

Atlantic 21: June 23

Lymington, Hampshire

Atlantic 21: June 12, 25, July 2, 3 and 17

Mablethorpe, Lincolnshire
D class: June 17 and July 3

Macduff, Banffshire
Atlantic 21: June 5

Mallaig, Inverness-shire
52ft Arun: June 6 and July 24

Margate, Kent
37ft 6in Rother: July 6, 14, 29 and 30
D class: June 2, 26, July 14 and 17

Minehead, Somerset
Atlantic 21: June 5 and 29

Moelfre, Gwynedd
47ft Tyne: July 18
D class: July 10, 11, 15, 23, 27 and 31

Montrose, Angus
48ft 6in Solent: July 21 and 25

Morecambe, Lancashire
D class: July 24

Mudford, Dorset
Atlantic 21: June 12, 15, 22, 23 and July 10

The Mumbles, West Glamorgan
47ft Tyne: June 29 and July 2
D class: June 4, 15, 18, 19, 27, July 3 (twice), 4, 5, 16 and 26

Newbiggin, Northumberland
Atlantic 21: June 27 and July 30 (twice)

New Brighton, Merseyside
Atlantic 21: June 4, 9, 12 and 19

Newhaven, East Sussex
52ft Arun: June 1, 5, 8 (twice), 14, July 10, 13, 17 (twice), 24, 27, 29 and 30

Newquay, Cornwall
C class: June 4, 15, 30, July 8 and 25 (twice)

New Quay, Dyfed
37ft Oakley: June 22
D class: June 20, 24, 28, July 21, 25, 29 and 31

North Berwick, East Lothian
D class: June 19 and July 3

Oban, Argyllshire
Relief 33ft Brede: June 6, 9, 15, 28, July 7, 8, 17 (twice), 21 and 25 (seven times)

Padstow, Cornwall
Relief 47ft Tyne: July 31

Peel, Isle of Man
Atlantic 21: June 5, 6, July 23 and 27

Penarth, South Glamorgan
D class: June 4, 12, 25 (twice), 27, July 10, 13, 16 and 22

Penlee, Cornwall
Relief 47ft Watson: June 26 and July 20

Peterhead, Aberdeenshire
47ft Tyne: July 10

Plymouth, South Devon
52ft Arun: June 8, 19, 21 and July 20

Poole, Dorset
33ft Brede: June 2, 11, 26 (twice), July 3, 14 (twice), 19 (twice), 20, 22 and 24 (twice)
Boston Whaler: June 10, 11, 12, 26 (twice), July 3 (three times), 14, 16, 19 (twice), 22, 24 (twice) and 25

Portaferry, Co Down
Atlantic 21: June 18 and July 11

Port Erin, Isle of Man
37ft 6in Rother: July 27

Porthcawl, Mid Glamorgan
D class: June 5, 6, 13, 18, 19, July 2, 20 (twice) and 30

Porthdinllaen, Gwynedd
47ft Tyne: June 12 and 25

Port Isaac, Cornwall
D class: June 4, July 1, 2, 10, 14 and 28

Portpatrick, Wigtownshire
48ft 6in Solent: June 5, July 13 and 29

Portrush, Co Antrim
52ft Arun: June 12, 21, 22, 25, July 11, 12, 25 and 30

Portsmouth (Langstone Harbour), Hampshire
Atlantic 21: June 4, 12, July 2 (twice) 4, 10 and 28
D class: July 3 and 10 (twice)

Port St Mary, Isle of Man
54ft Arun: June 20

Pwllheli, Gwynedd
Relief 37ft Oakley: July 26 and 27
D class: July 23, 24 and 27

Queensferry, West Lothian
Atlantic 21: June 5, 25 (three times), July 11 and 19

Ramsgate, Kent
Relief 44ft Waveney: June 6, 8, 14, 17 and July 6
44ft Waveney: July 9 and 31
Atlantic 21: June 3, 9, 15, 20 and July 11

Red Bay, Co Antrim
C class: July 10, 17, 29 and 30

Redcar, Cleveland
Atlantic 21: June 25, July 11 and 23
D class: July 11 (twice) and 23

Rhyl, Clwyd
37ft Oakley: July 3 (three times)
D class: July 3 and 20

Rosslare Harbour, Co Wexford
52ft Arun: June 9, 19 (twice), July 5, 10, 25 and 27

Rye Harbour, East Sussex
C class: June 13, July 3 and 17

St Abbs, Berwickshire
Atlantic 21: July 14

St Agnes, Cornwall
D class: June 2 and July 1

St Catherine, Channel Islands
C class: June 5 and July 6

St David's, Dyfed
47ft Tyne: June 9, July 11, 29 and 31

St Helier, Channel Islands
44ft Waveney: June 4 (twice), 22, July 10 (twice), 13 (twice) and 24

St Ives, Cornwall
37ft Oakley: July 5 and 22
C class: June 6, 18, July 1, 15, 16, 20, 22 (twice), 29 and 30 (twice)

St Peter Port, Channel Islands
Relief 52ft Arun: June 10, 23, July 2, 3, 9, 19, 23, 29 and 30

Salcombe, South Devon
47ft Watson: July 19 and 30

Scarborough, North Yorkshire
D class: June 1, 14, 19 and 21

Selsey, West Sussex
47ft Tyne: July 1

Sheerness, Kent
44ft Waveney: June 3, 10, 22 (twice), 26, July 1, 11, 17, 24 (twice) and 30
D class: June 1, 3, 26, July 2, 9 (twice), 24 (three times) and 29

Sheringham, Norfolk
37ft Oakley: June 26, July 11 and 17

Shoreham Harbour, West Sussex
47ft Watson: June 30, July 4 (twice), 8, 9, 12 and 23
D class: June 2, 4, 5 (twice), 12 (four times), 18 (twice), 25 (twice), July 8, 17 and 29

Skegness, Lincolnshire
37ft Oakley: June 25 and July 3
D class: July 3, 11 and 23

Skerries, Co Dublin
D class: June 8, July 9, 10 (twice) and 30

Southend-on-Sea, Essex
D class: June 3, 10, 12 (three times), 15, 24, July 8 and 24
Atlantic 21: June 12 (seven times), 23, July 2 (twice), 7, 9, 18, 24 (three times) and 30 (twice)

Southwold, Suffolk
Atlantic 21: June 4 (twice), 25, July 2 (twice), 18 and 29

Stornoway (Lewis), Ross-shire
52ft Arun: July 19 and 23

Stranraer, Wigtownshire
D class: June 30, July 22 and 25

Stromness, Orkney
52ft Arun: June 4

Sunderland, Tyne and Wear
47ft Watson: June 22 (twice) and July 29
D class: June 22 and July 17

Swanage, Dorset
37ft 6in Rother: June 8, 11 (twice), 15, 20, July 19, 20, 21 and 31

Teesmouth, Cleveland
47ft Tyne: July 9 (twice), 11 and 19

Tenby, Dyfed
47ft Tyne: June 11 (twice), 19, 25, July 3, 8, 10, 17 and 26
D class: June 1, 3, 15, 25, 27, 28 (three times), July 3, 4, 8 (twice), 10, 26 and 29

Thurso, Caithness
54ft Arun: July 22

Tighnabruaich, Argyllshire
D class: July 6 and 11

Torbay, South Devon
54ft Arun: June 4 (twice), July 17 (twice), 18 (twice) and 26
D class: June 9, 12, 28, July 3, 17, 18 (twice), 20, 21 and 28

Tramore, Co Waterford
D class: July 16

Trearddur Bay, Gwynedd
D class: June 28

Troon, Ayrshire
52ft Arun: June 12, 14, July 12, 14, 26, 29 (twice) and 30

Tynemouth, Tyne and Wear
52ft Arun: June 28 and July 24
D class: July 9 (twice) and 30

Valentia, Co Kerry
52ft Arun: June 12 and July 18

Walmer, Kent
37ft 6in Rother: June 16
D class: June 16, 18, July 2 and 3 (twice)

Walton and Frinton, Essex
48ft 6in Solent: June 9, July 3, 5, 10 and 13

Wells, Norfolk
37ft Oakley: June 27 and July 16
D class: July 24

West Kirby, Merseyside
D class: July 2 and 14

West Mersea, Essex
Atlantic 21: June 1, 12, July 3 and 9

Weston-super-Mare, Avon
Atlantic 21: June 11 (twice) and July 3
D class: July 12

Weymouth, Dorset
54ft Arun: July 3, 10, 11 (twice), 16 and 31

Whitby, North Yorkshire
44ft Waveney: June 4
Relief 44ft Waveney: June 12, 19, 28, 29, July 3 and 25
D class: June 12, 13, 15, 19, 28, July 10 and 14

Whitstable, Kent
Atlantic 21: June 27, July 1, 10 and 15

Wicklow, Co Wicklow
Relief 46ft 9in Watson: July 21

Withernsea, Humberside
D class: June 20, July 8 and 24

Workington, Cumbria
47ft Watson: June 21 and July 17

Yarmouth, Isle of Wight
52ft Arun: July 3, 26 and 30

Youghal, Co Cork
Atlantic 21: June 19 (twice), 26 (twice), July 5 and 10

Lifeboats On Passage
47ft Tyne ON 1130: July 20 and 27

Lifeboat services

The services listed are those for which returns had been received at RNLI headquarters by 27 October 1988.

There may be additional services for which no returns had been received by this date.

People and Places

Around and about the RNLI

Stirling Whorlow OBE

Stirling Whorlow OBE, the secretary of the Institution for eight years from 1961 to 1969 died at his home in Spain on 2 October 1988.

One of his colleagues from the RNLI at the time writes:

'It is extremely unlikely that anyone who knew Stirling Whorlow would quarrel with the assertion that he was one of the kindest and most even tempered men it would be one's privilege to know.

'He was also the possessor of a dry but penetrating wit which he used sparingly, but with considerable effect. This was undoubtedly a valuable asset at difficult meetings. He joined the Institution in 1929

as a clerk, and at the time of the Munich crisis enlisted in the County of London Yeomanry. He served in tanks in North Africa and was wounded in the campaign.

'On his return to civilian life he rejoined the RNLI, and made steady progress towards high office, becoming Assistant Secretary in 1953 and Secretary in 1961.

'In this he broke new ground, being the first Secretary to obtain the position from head office staff, previous appointments all having been from outside.

'As Secretary his prime concern was for the standing and success of the Institution, and this outweighed personal considerations.

'During his term of office there were a number of important events. These included the introduction of inflatable lifeboats and the formation of the Yachtsmen's Lifeboat Association, later renamed Shoreline.

'Before his retirement in 1969 he bought a flat in Altea, Spain, and it was here that he suffered his first major illness. He was flown home for treatment and made a good recovery, but other attacks followed and from that time his health was never really good.

'Latterly he spent most of his time in Spain, and as a result many of his friends were unable to see him during those last years, much to their regret.'

EWM

Paddling his own canoe

Jeremy Tate, a crew member with the Brighton lifeboat, had a taste of a different type of boat when he took part in Operation Raleigh in July and August 1988.

The seven-week expedition took Jeremy and the other members of his international party on a 300-mile canoeing trip in Canada's remote North West Territories to carry out a variety of scientific projects.

Apart from cold, wet weather Jeremy experienced plagues of insects, a timber wolf chasing caribou through his camp and a capsizing in the icy water of the river.

His canoe was swept over a ledge and capsized, and rescue took more than an hour. Hypothermia took on a real meaning for the lifeboat crewman, as it was nearly six hours before he was warm enough to continue.

The expedition was a success, and Jeremy summed it up by saying: 'The commitment to each other - not only in times of need like the capsizing - just goes to prove that people from all over the world can work together.'

Sheringham's Salvation



Worldwide leader of the Salvation Army, General Eva Burrows, visited Sheringham on 29 September for the centenary celebrations of the Sheringham Corps, and one of her calls was at the local lifeboat station.

General Burrows is pictured with Sheringham Coxswain Brian Pegg, who is also Salvation Army deputy bandmaster. (Photo courtesy Eastern Daily Press)

On station

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

OVER 10 METRES

Salcombe - Tyne 47-002 (ON 1130) *The Baltic Exchange II* on 30 August 1988.

Wick - Tyne 47-016 (ON 1121) *Norman Salvesen* on 16 September 1988.

UNDER 10 METRES

Redcar - D373 on 29 June 1988

Pwllheli - D372 on 27 July 1988

Southend (Pier Head) - D368 on 2 August 1988

Whitby - D369 on 10 August 1988

Kippford - D370 on 11 August 1988

North Sunderland - D377 on 1 September 1988

Relief - D371 on 21 September 1988

Barmouth - D374 on 28 September 1988

Gorleston and Great Yarmouth - B574 on 12 November 1988

Birds of a feather

St Andrew's School in Halstead raised £25.20 for the RNLI, and the local Halstead Gazette was pleased to report their efforts.

The newspaper added:

'Children from all over the country were asked to think of ways to raise money to contribute to the Grey Stirling Lifeboat Appeal.'

Obituaries

With deep regret we record the following deaths.

MARCH 1988:

Mr Tom Brown, honorary secretary of Ramsgate lifeboat station from 1974 until his retirement in 1979.

MAY 1988:

Mrs Dorothy Smith, first president of Skegness ladies' guild when it was formed in 1960, an office which she held until her death.

Mr Reg Bray, chairman of Crawley branch.

Mr Bray was associated with the branch for over 20 years, many of them as chairman. He was awarded a silver badge in 1984.

JUNE 1988:

Lt Ron Smith, DSM RNVR, deputy launching authority at Ramsgate from 1971 to 1987.

AUGUST 1988:

Miss P. Reddick, lifeboat day organiser for Old Windsor branch from 1938 to 1977 and a staunch supporter until her death. She was awarded a statuette in 1964 and a silver badge in 1970.

Lt Col Gerald Ross, deputy organising secretary of Ireland from 1952 until his retirement in 1967. He joined the Institution after many years service with the Royal Marines.

SEPTEMBER 1988:

Mrs Gwen Mock, chairman of Mumbles ladies' guild for over ten years. She joined the guild in 1962 and was awarded a silver badge in 1981.

OCTOBER 1988:

Mrs Enid Foster, honorary secretary of Widnes ladies' guild since 1987 and from 1962 to 1971. A member of the guild for some 40 years, Mrs Foster was awarded a silver badge in 1984.

Mrs D. J. Wilkes of Llandudno, a keen and dedicated supporter of the lifeboat service for many years, she was appointed an honorary life governor in 1964.

Mr Jack Worth, coxswain of Penlee lifeboat from 1957 until his retirement in 1970. He joined the crew in 1924 and was bowman from 1947 to 1953, becoming second coxswain in 1956.

One year on

Tony Wells, who was saved from his small fishing boat by the Sheerness lifeboat *Helen Turnbull* during the hurricane-force winds of October 1987, paid special thanks to the lifeboat's crew on the first anniversary of the incident on 17 October 1988.

Coxswain Robin Castle was awarded a bronze medal for the service, and all the crew members received bronze medal service certificates.

Tony is now the caretaker of Allhallows Yacht Club on the Isle of Grain in Kent, and it was the then caretaker of the club who first raised the alarm. A special reception was held at the yacht club for the coxswain and crew, and also members of the coastguard and local police who were involved in the service.

Tony and his girlfriend Denise Cuddy provided food, drink and two special cakes in addition to presenting the coxswain and crew with a Crown Derby fruit bowl and engraved pint tankards.

'I wanted to give the men something that would last forever' he said, 'I still get terribly emotional when I think back to that night. I owe my life to those men, and no words can express my gratitude to them.'

Tony and Denise also presented Robin Castle with a cheque for £230 for the station funds, which they had raised through a raffle.

Long Service awards

The Long Service Badge has been awarded to the following crew members and shore helpers who have given active service for 20 years or more:

Beumaris: Crew Member R.G. Zalot.

Burnbridge: Assistant Mechanic B. Dyer.

Burnham-on-Crouch: Crew Member J. Tucker.

Clacton-on-Sea: Crew Member L. Bolingbroke, Crew Member M. S. Lynn.

Clovelly: Second Coxswain I. C. Young.

Courtmacsherry: Coxswain J. O'Mahony.

Criccieth: Crew Member P. L. Williams.

Cromer: Coxswain R. W. Davies, Second Coxswain W. T. Davies, Assistant Mechanic J. Jonas, Crew Member E. Love, Shore Helper D. F. Abbs.

Flamborough: Second Coxswain R. W. Major.

Happisburgh: Crew Member C. C. Cox, Crew Member R. Hemp, Crew Member N. W. Thompson.

Harwich: Emergency Mechanic K. J. Brand.

Hoyleake: Crew Member R. H. Jones.

Littlehampton: Crew Member D. W. Woolven.

Newcastle: Shore Helper C. Territt.

Newhaven: Coxswain L. C. Patten.

Newquay: Crew Member B. Hyde.

Port Isaac: Crew Member M. G. V. Larkin, Crew Member D. Sproull.

Porthcawl: Crew Member R. A. Comley.

Pwllheli: Emergency Mechanic R. Morris.

Rhyl: Second Coxswain D. Archer-Jones, Shore Helper E. L. Thompson.

Selsey: Crew Member G. Amis, Crew Member D. Warwick, Mechanic T. A. P. Wood.

Sheringham: Crew Member D. Williams.

Shoreham Harbour: Shore Helper D. Cullen, Shore Helper D. Wainwright.

Southend-on-Sea: Crew Member C. J. D. Warry.

Southwold: Shore Helper L. Brown, Shore Helper J. G. Goldsmith, Crew Member J. Marshall.

St. Davids: Second Coxswain T. K. Williams.

Swanage: Winchman W. D. Cobb.

Teesmouth: Assistant Mechanic R. R. Easton.

Workington: Crew Member D. Muir, Crew Member B. Reay

£55,000 from 43rd lottery

Over the past two years Volvo Concessionaires has helped raise over £500,000 for lifeboat funds, and by way of acknowledging this splendid support, the Institution invited Mr Roger Boyce, director and general manager of Volvo's local dealership, Page Motors (Bournemouth), to draw the winning tickets for the 43rd national lottery at the Poole HQ.

Lord Stanley of Alderley, chairman of the fund raising committee, and Mr Anthony Oliver, head of fund raising, supervised the draw which raised approximately £55,000.

The prizewinners were:

£2,000 – E.W. Doherty, Alton, Hants.

£1,000 – H.R. Douglas, Guildford, Surrey.

£500 – A.J. Sidnell, Swindon, Wilts.

£250 – Mrs N. Woodhead, Shipley, West Yorkshire.

£100 – Mrs E. Wright, Newcastle-upon-Tyne; P.J. Bentley, Bury St Edmunds, Suffolk; J. Wales, Strathaven, Lanarkshire; G.J. Bartlett, St Albans, Herts; Daniels. Crick, Northants; Mrs. M. Allan, St Albans, Herts; H.W. Carter, Attleborough, Norfolk; H.J. King, Helpston, Peterborough.

£50 – A. Green, Marple, Stockport; Miss Williams, Littlehampton, Sussex; D. Bradley, Hutton, Avon; Mrs R. North, Huntingdon, Cambridge; J.R. Gilmour, Skene, Aberdeenshire; Mrs C. Walker, Reading, Berkshire; M. Thornton, Solihull, West Midlands; Mrs P.V. Gillett, Tavistock, Devon.

Northern Ireland

Several readers of THE LIFEBOAT have pointed out an error in an insert distributed with the Autumn issue of the magazine.

In saying that the RNLI has 202 stations around the coasts of 'Great Britain, the Channel Islands and the Republic of Ireland' an advertiser inadvertently omitted Northern Ireland, and we offer our apologies to those who were offended by the wording.

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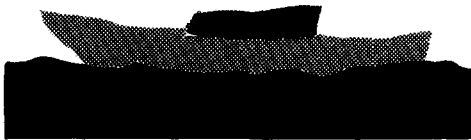
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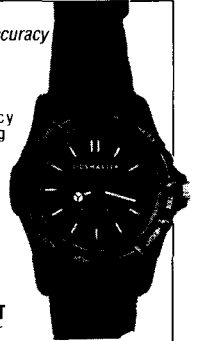
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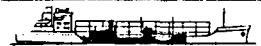
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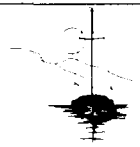
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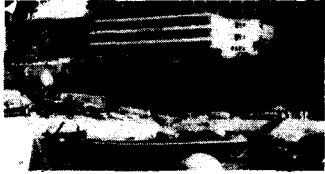
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DAILY EXPRESS

West of England

I N T E R N A T I O N A L

BOAT Show

Bristol Exhibition Centre 23rd MARCH-1st APRIL

1989

TRY A BOAT
BRISTOL'S HISTORIC
'FLOATING HARBOUR' WILL
PROVIDE AN IDEAL VENUE
FOR GETTING
AFLOAT.



Following its highly successful debut in Plymouth, the Daily Express West of England Boat Show has moved to the Bristol Exhibition Centre in order to expand the market for exhibitors and improve accessibility for the public. The Show will feature waterborne exhibits in St. Augustines Reach alongside. Many Exhibitors have already confirmed their stand bookings and the organisers are confident that the Show will eclipse the 1988 event which claimed 155 exhibitors, 35,000 visitors and sales figures of £4 million. The move to Bristol means that there is even more room for exhibitors and public alike. This should ensure that both last year's attendance and sales figures are surpassed.

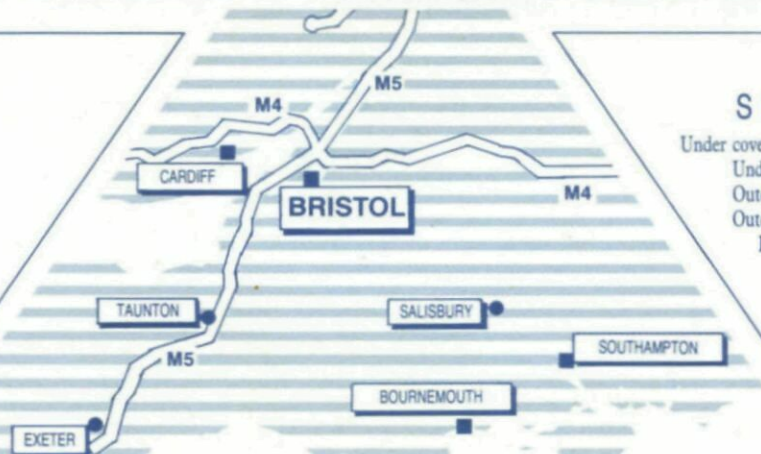
To be part of one of the biggest and most successful shows in England contact: Pilgrim Promotions Ltd, 45 New Street, The Barbican, Plymouth PL1 2ND
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OPENING TIMES

Thursday 23rd March
Press and Preview 0900-1100 hours
Open to Public 1100-1830 hours
Official Opening 1200 hours
Friday 24th March to Saturday 1st April
Open to Public 1000-1830 hours
Wednesday 29th March
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