

The Lifeboat



Spring 1989

Four Bronze medals for gallantry

New materials for lifeboat hulls

Fundraising around the country



Tough, Reliable, AND READY FOR ACTION..

When rescue services are called out in extremely rough weather conditions, confidence is assured when supported by a lifeboat that's tough & reliable. FBM have been building tough and reliable boats for many years, since 1929 one hundred & forty seven lifeboats have been supplied, the last twenty two being the latest Tyne class. In 1988 a further six lifeboats were delivered on station, the last being RNLB 'Sir William Hillary', the Douglas lifeboat. FBM, tough, reliable and ready for action!



..like the CREW!



Cowes Shipyard, Cowes
Isle of Wight PO31 7DL, U.K.
Telephone: (0983) 297111
Telex: 86466 FAMBRO G
Facsimile: (0983) 299642



The Lifeboat

Spring 1989



Royal National
Lifeboat
Institution

Contents

Volume 51

Number 507

Chairman:
THE DUKE OF ATHOLL

Director and Secretary:
LT CDR BRIAN MILES RD MNI RNR

Editor:
MIKE FLOYD

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

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

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

RNLI News

What's happening in and around the Institution

78

Lifeboat Services

Some notable launches, including four Bronze medal services

81

Your Letters

Readers' views on all aspects of lifeboats

89

The Material Revolution

James Paffett, chairman of the RNLI Technical Consultative Committee looks at new building materials for modern lifeboats

91

Ceremonies

Four new D class inflatables are handed over and dedicated

93

Membership News

News for Shoreline and Storm Force members
Governors and Life Governors

94

Past and Present

From THE LIFEBOAT of 40 years ago, and one of today's lifeboatmen

95

Ways and Means

Two different ways of raising money

96

The Fundraisers

How some of the RNLI's income is raised

97

Lifeboat Services

List of services for August, September and October 1988

103

People and Places

Around and about the RNLI

106

Awards

Certificates of service awarded to coxswains, crews and shore helpers

109

COVER PICTURE

by Dowland Studios

Lifeboat weather... A shaft of sunlight highlights the new Arun *The Queen Mother* during trials on a stormy day in January 1989. The lifeboat is to be stationed at Thurso, and was due to sail there in March after operational trials.

Next Issue: The Summer issue of THE LIFEBOAT will appear in July 1989, and news items should be received by Monday, 15 May 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

Aberdeen's honour



The Moderator of the General Assembly of the Church of Scotland, the Right Reverend Professor James A. Whyte (left) aboard the Arun BP Forties during his visit to Aberdeen lifeboat station.

The Moderator of the General Assembly of the Church of Scotland, the Right Reverend Professor James A. Whyte, paid a visit to Aberdeen lifeboat station on 7 February.

The Moderator was introduced to Captain Brian Atkinson, the station's honorary secretary, John Christie, the lifeboat coxswain and crew members and officials of the station before taking a trip on the Arun BP Forties.

Captain Atkinson said: 'Reverend Professor Whyte's request to visit the lifeboat station during his short visit to Aberdeen has delighted everyone at the station, and we consider it an honour.'

Aberdeen's lifeboat, BP Forties, was the second 54ft Arun to be built with a GRP hull and £100,000 of the cost of building her in 1976 was donated by British Petroleum.

(Photo courtesy Aberdeen Evening Express)

The scale of operations

Work on the design and development of a new generation of fast afloat lifeboats for the 1990's took another step forward in early March 1989 when two 7ft long models, previously used for tank testing both in smooth water and simulated waves, were re-fitted for free-running trials to test further their behaviour at sea.

The radio-controlled models are fitted with sophisticated sensors which measure pitch, roll and acceleration at various points around the lifeboat and transmit the results ashore for analysis. Powered by small petrol engines the models can easily achieve the scale design speed of 25 knots.

Two hull forms are being evaluated, one with a round bilge hull and the other with a hard chine. Work is being concentrated on the design known as FAB III, which will be some 55ft long and succeed the Arun class from about 1992, but new computer techniques will enable the test results to be used in the development of the smaller FAB IV - which will be around 45ft to 46ft long.



'If only they were all this easy to launch...' RNLI staff watch the launch of one of the scale models of a proposed new lifeboat design at the Institution's Poole HQ in March. Pictured are (from left to right behind model): Lt Cdr H. E. Over (chief technical officer), Ray Kipling (deputy director), Bob Cripps (naval architect) and Capt George Cooper (chief of operations).

Newspoint

A year of records

1988 was once again a year of records for the RNLI, and, as this issue of THE LIFEBOAT appears shortly before the Institution's AGM in London, it is an apt time to reflect on some of the figures which will be presented to that meeting.

Most of the statistics speak for themselves: more than 4,200 lifeboat launches; nine Bronze medals for gallantry; more than £38m raised by the RNLI's voluntary workers; 14 new lifeboats over 10m ordered; 31 new lifeboats under 10m built; and two new lifeboat designs under development for the 1990s.

But the Institution is more than just statistics, as its band of willing supporters will testify, and once again the Institution offers its sincere thanks to all those who contributed to its successful work in 1988, and who will doubtless continue to help through 1989 and beyond.

Willing help

Legacies are a very important part of the RNLI's income, and the Institution is very grateful for the many bequests, large and small, which it receives.

A new version of the RNLI's leaflet entitled 'Making a Will? Make it a Life-saver' has been produced to help those who would like to help the Institution in this way, and a copy is enclosed with this issue of THE LIFEBOAT.

Further copies, and information and advice on any aspect of gifts and legacies, is readily available from RNLI headquarters at Poole.

Committee of Management changes

Following the death of the Duke of Northumberland during October 1988 the RNLI's Committee of Management appointed Mr David Acland as Treasurer at a meeting on 24 November 1988. Mr Acland first joined the committee in 1966, was appointed Deputy Treasurer in 1972 and a Vice President of the Institution in 1975. He has served as chairman of the Finance Committee since 1972 and is also a keen yachtsman.

The position of Deputy Treasurer has been left vacant until the Committee of Management's meeting in June 1989.

Dr Norman A. Godman, member of parliament for Greenock and Port Glasgow, was co-opted to the committee at the same meeting. Dr Godman is the opposition front bench spokesman on the fishing industry, and before becoming an MP he was a shipwright and lecturer. He has his origins in Hull.

The date of the Duke of Northumberland's death was given incorrectly in the Winter issue of The Lifeboat. The Duke died on 11 October 1988.

Red Cross awards for RNLI Bangladesh staff

The British Red Cross has announced that it is to present a special Certificate of Commendation to the two RNLI staff members who helped with flood relief work in Bangladesh last September.

Richard Perks, Staff Officer (General Duties) at Poole headquarters, and Mike Brinton, Deputy Superintendent at Cowes Base, flew to Bangladesh to train local volunteers to use and maintain ten ex-RNLI inflatable lifeboats (see 'Dacca Navigator', THE LIFEBOAT, Winter 1988/9 issue).

The British Red Cross hopes to present the certificates at Poole in the near future.

Safe bet for Cleethorpes

The crew of Cleethorpe's D class inflatable lifeboat rose to a different kind of challenge recently when they took part in an episode of the popular television programme 'You Bet'.

Time is always of the essence in a lifeboat service, but this time it was a real race against the clock. The self imposed challenge they faced was to launch the lifeboat, retrieve a

Just seconds to spare as Cleethorpe's D class lifeboat races through the finishing gate.

(Photo courtesy Grimsby Evening Telegraph)



Carrying on the good work



The 70ft Clyde class *Grace Paterson Ritchie*, pictured shortly after building in 1965 against a snowy River Clyde backdrop. She is now further north as part of the Icelandic Life Saving Association's fleet.

(Photo courtesy A. T. Kelly and Co)

One of the three 70ft Clyde class lifeboats withdrawn from RNLI service last summer will continue the lifesaving role for which she was built.

Although there is no longer an operational need for the large cruising lifeboats in UK waters the Icelandic service decided that one of the large, steel lifeboats would be well suited to its particular requirements and bought the 24-year-old former Kirkwall lifeboat *Grace Paterson Ritchie* when the boat and her two sister ships were put up for sale by tender.

Grace Paterson Ritchie, formerly 70-002, sailed for Iceland in March, where she was due to take up duty at Reykjavik to be used for lifesaving and training purposes.

The National Lifesaving Association of Iceland was founded 60 years ago and its

first lifeboat was provided by the RNLI. Close links have been maintained between the two lifeboat services since then.

Commenting on the sale Lt Cdr Brian Miles, director of the RNLI, said: 'I am delighted that *Grace Paterson Ritchie* will continue to be used in the role for which she was built. I hope that she continues to give as good service to our long-standing friends in Iceland as she has at Kirkwall.'

The two other former Clyde class lifeboats have also been sold. *City of Bristol*, formerly 70-003 and stationed at Clovelly, has been bought for use as a fisheries protection vessel in the south-east of England and *Charles H. Barrett* (Civil Service No. 35), formerly 70-001 in the relief fleet, is expected to be based on the West Coast of Scotland.

'casualty' from the sea and bring him back to the beach – all within three minutes, and under the watchful eye of the television cameras.

The high-speed rescue was filmed during September 1988 and shown on ITV's 'You Bet' on the evening of 4 February 1989.

The clock was started as the maroons were fired – signalling the arrival of the fully-dressed crew and two helpers who rapidly hauled the lifeboat to the water's edge, started the engine and raced the quarter of a mile out to the 'survivor'.

Hauling him aboard, they turned for the shore at high speed as the clock ticked away the remaining seconds. The timing was tight, and excitement was running high as the D class sped through the finishing gate on the sands with just seconds to spare.

The clock was eventually stopped with just four seconds in hand, close, but still inside the crews' target.

The crew later took their boat to the studio to collect their 'You Bet' award from presenter Bruce Forsyth and in return presented him with a shield bearing the RNLI logo.

The televised challenge gave wide publicity to the RNLI's work, emphasising the speed of response achieved by the crews.

AGM Guest of honour

Guest of honour at this year's annual presentation of awards at the Royal Festival Hall will be the Countess Mountbatten of Burma.

The ceremony takes place on Tuesday 16 May 1989 at the Festival Hall, London, (starting at 1430) where Countess Mountbatten will present bravery awards to lifeboatmen and other awards to long-serving voluntary workers.

Stop thief

The RNLI's Scottish office in Edinburgh has been the victim of a spate of mean break-ins, two within three days of each other in December 1988 and another in February 1989.

On the first occasion a silver medal, awarded for a shoreboat service to the *SS Dinington* in 1906, and about £150 in cash was stolen. The medal is of no great value for its silver content, but is of great historical interest.

Despite pleas in the local press the medal has still not been recovered, so should anyone be offered a silver medal in suspicious circumstances the Scottish office would be pleased to hear about it.

Showing the way at Earls Court

Although the number of visitors to the London Boat Show in January was 10 per cent down on the previous year the RNLI stand raised more money than ever before, with the total proceeds edging over the £65,000 mark.

Building work at Earls Court meant that the space available for exhibits was reduced considerably, squeezing all exhibitors and preventing the organisers from donating a space large enough to show a lifeboat.

Instead a photographic display showed visitors all aspects of a lifeboat service, from the call-out, through the search to the final rescue.

A special touch-screen computer display, loaned for the occasion by AIM, also proved a big attraction. The system contained information on the Institution's stations, lifeboats and services, all of which could be found by 'zooming in' on a section of map simply by touching the screen.

The excellent position of the RNLI stand, on the main gangway, helped the enthusiastic fundraisers from the North, South and Central London branches sell more than £12,600-worth of souvenirs (up almost 70 per cent on the previous year), with the tireless helpers' lottery ticket sales (£8,003) and collecting box receipts (£5,674) also up on 1988.

The two pensioners from the Royal Hospital at Chelsea, Sergeant George Wolfe and Sergeant Robert Moy excelled themselves with their collecting boxes. Their familiar red coats seemed to be everywhere, and by the end of the show they had accounted for more than £4,000 of the collecting box total between them.

Over and above the £65,000 taken at the stand several large donations were also made

Charles Hunter-Pease, Sales and Marketing Director for Volvo Concessionaires (left) presents a cheque for £350,000 to Lt Cdr Brian Miles, director of the RNLI at the London Boat Show. The cheque represented the proceeds of the seven regional draws for a Volvo car.



(Left) Two pensioners from the Royal Hospital Chelsea, Sgt George Wolfe (left) and Sgt Robert Moy (right), persuaded visitors to put more than £4,000 in their collecting boxes at the London Boat Show.



(Below) Raymond Baxter presented the RNLI's Public Relations awards at Earls Court. Pictured with their awards are (from left to right): Ronnie Cass of ITV's 'Highway'; Tom Mc Sweeney of RTE; Michael Corner of The Star newspaper, Sheffield; Robert Glen of Messrs E. P. Barrus; and Bill Coppen-Gardner, Douglas Cameron and Tom Hunter of LBC

to the RNLI at the show, with Volvo handing over a cheque for £350,000 (the proceeds of the seven regional car lotteries), The Royal Bank of Scotland presenting £90,000 (the proceeds to date of their Access card affinity marketing scheme), a team of Royal Marines presenting well over £4,000 (the sponsorship proceeds of their high-speed circumnavigation), the Cover group adding £10,000 from a Nescafe promotion and Kimberly Clarke contributing another £10,000 from a Kleenex tissue promotion.

The Institution was also able to take the opportunity of thanking some of those who had helped the RNLI's publicity during the year.

The chairman of the Public Relations Committee, Raymond Baxter, presented the Institution's public relations awards to ITV's 'Highway' programme for its extensive

coverage of lifeboat stations, Messrs E. P. Barrus for their help in publicising the work of inflatable lifeboats, Tom Mc Sweeney of Ireland's RTE television and radio for his work over the years in publicising the RNLI in Ireland, The Star newspaper in Sheffield for the coverage it gave to the Sheffield lifeboat appeal and London's LBC radio for its lifeboat appeal.

Lifeboatmen from Swanage, Dover, Newhaven, Walmer, Walton and Yarmouth stations helped man the stand throughout the show, and those on the stand were pleased to meet representatives from at least 23 stations who called to 'make their number'.

Once again the show could not have succeeded without the untiring efforts of all the voluntary workers and crews, and the RNLI expresses its sincere thanks to everyone who worked so hard – and those who contributed.

Ian Taylor (left), General Manager of the Royal Bank of Scotland's Consumer Division, presents a cheque for £90,000 to The Duke of Atholl, the chairman of the RNLI, at a ceremony at the London Boat Show. The money represents donations from the bank for new RNLI 'affinity marketing' Access cards.



Lifeboat Services



INJURED SEAMAN LANDED IN SEVERE GALE AND COMPLETE DARKNESS

Force 9 gale and snow squalls hinder Atlantic 21 rescue in The Wash

Helmsman Alan Clarke of Hunstanton lifeboat has been awarded a bar to his Bronze medal for a service in the station's Atlantic 21 in February 1988. During the operation an injured man was landed from a fishing vessel in extreme weather conditions and total darkness.

The three crew members of the Atlantic, Victor Dade, Brian Rudd and Michael Derby, have all been awarded medal service certificates.

The incident began at 1732 on 7 February 1988, when Great Yarmouth Coastguard alerted Helmsman Alan Clarke that there was an injured man aboard the MFV *Portunus*, eight miles north of Hunstanton.

Weather conditions were bad out in the Wash, but after discussion with the station honorary secretary, Mr David McLeod, it was agreed that the lifeboat would launch, with safety calls to the coastguard every ten minutes.

Launched

At 1745 Hunstanton's Atlantic 21 *Spirit of America* was launched with Alan Clarke in command. The wind was a southerly Force 7 with the spring flood setting south. There was a 3ft sea near the beach, good visibility but total darkness.

Helmsman Alan Clarke of Hunstanton – a bar to the Bronze medal



Hunstanton East Division

The lifeboat steered NE into The Bays before altering course to the north, using her echo sounder and Decca Navigator. At 1805 contact was made with *Portunus*, a 70ft steel beamer from Kings Lynn. Helmsman Clarke requested she should make for calmer waters near the Sledway and at 1812 the casualty and another vessel were spotted ahead. It was discovered that *Portunus's* starboard trawl had fouled her propeller and that the tug *Viking* had taken *Portunus* in tow, heading for Kings Lynn.

The fouled starboard gear gave only 8ft in which to manoeuvre on the casualty's starboard quarter. In The Deep's the wind was S, Force 9, with a short, steep 10ft to 12ft sea. The wind was against a two knot tidal stream, with squalls of sleet and snow.

The conditions required complete concentration by the helmsman as the head seas attempted to force the lifeboat broadside to the conditions. Rapid and repeated use of the helm and engines were needed as the lifeboat plunged into one sea after another in total darkness, with nil visibility in the squalls.

Helmsman Clarke's skill was tested to the utmost in this extremely hazardous situation, but he resolved to press forward and attempt a transfer of the casualty.

The first approach was made from astern in very restricted space. Just as the fishing vessel's starboard quarter and the lifeboat's port bow were coming together, a large sea forced them apart.

On the second attempt, as both boats rose on the sea together, the injured man was grabbed by crew members Victor Dade and

Brian Rudd and hauled into the lifeboat at 1832. The bow fairlead almost became entangled in the fishing vessel's net, but Helmsman Clarke took the lifeboat swiftly astern to clear water.

The casualty was dressed in a protective suit and lifejacket and taken aft by Brian Rudd. Crew members Victor Dade and Michael Derby were positioned forward either side of the console so that their weight would help to balance the boat and counteract the effects of the wind under the hull.

Helmsman Clarke set course into the relative shelter of the shoal ground but, nevertheless, the lifeboat had to be squared up several times into the heavy sea. Fierce spray and snow squalls made conditions bitterly cold, with zero visibility. As the lifeboat reached the lee of the banks and the land the sea gradually subsided and the lifeboat was back on the beach at 1933 where an ambulance was waiting to take the casualty to hospital.

Spirit of America was rehoused and ready for service again at 2000.

Service Updates

Two services reported in the Winter issue of *THE LIFEBOAT* have been recognised by letters of thanks from the Institution.

The chief of operations has written a letter of thanks to Coxswain/Mechanic Ian Johnson and crew member David Seaward of **Troon** lifeboat station following the rescue of five people from the Belgian yacht *Bassurelle* using the Arun's Y boat.

A similar letter was sent to the honorary secretary of **Eyemouth** lifeboat station, in particular thanking Acting Coxswain James Tarvit and his crew for their perseverance during the long service to the cargo vessel *Calf Sound*.



VIGILANCE PRAISED

Cruiser sinks minutes after crew rescued

*Fowey
South West Division*

The vigilance of Fowey Deputy Launching Authority Capt Mike Mitchell, which led to the Fowey lifeboat leaving harbour as a casualty fired her first red flare, has been recognised by a letter of thanks from the RNLI's chief of operations.

The DLA first spotted a small yacht with no mainsail and her jib flying loose off the Udder Buoy, about half-a-mile from the station, at 1555 on 3 November 1988. A small motor cruiser was in company with the yacht, which seemed to be making about 2 knots out to sea, beam on to a heavy easterly swell and a Force 8 wind from the E.

Unhappy

Captain Mitchell was unhappy with the situation and told the coxswain and mechanic to stand by.

By 1605 the cabin cruiser appeared to have broken down and the yacht now appeared to be un-manned, so a launch was authorised and the coastguard informed.

Just as the lifeboat, the 44ft Waveney *Thomas Forehead and Mary Rowse II*, cleared the harbour a red flare was fired from the motor cruiser. The pre-emptive launch meant that the lifeboat was alongside the casualty only eight minutes after the flare was sighted.

The Waveney picked up the single occupant of the motor cruiser, which sank ten minutes later, and then picked up the yacht, which was now some half-a-mile away, and towed her in to Fowey harbour, returning at 1715.

Abandoned

The unusual circumstances of the rescue were due to the fact that the yacht, which had been on a single-handed passage from Brittany to Fowey, had found the abandoned motor cruiser in mid channel and taken it in tow. The yacht skipper then found himself in difficulties off Udder Rock, and had attempted to tow the yacht with the cruiser – being defeated first by a broken tow-line and then by engine failure. With the tow parted and the cruiser unable to pursue it the yacht had drifted away leaving the survivor marooned on a broken down cruiser which foundered soon afterwards.

Captain Mitchell was praised for his excellent pre-emptive launch which saved valuable minutes.

SERVICE PERFORMED 'WITH CONSUMMATE SKILL'

Five saved as coaster capsizes in Force 9 gale

Coxswain John Catchpole of the Lowestoft lifeboat has been awarded a Bronze medal for bravery following the rescue of five crew men from a coaster in Force 9 winds.

Assistant Mechanic Roger Thompson and crew members Peter Foskett, Barry Jervis, Terence Arlow, David Bernard and Malcolm Horton were awarded medal service certificates for their part in the rescue.

Although the service was carried out only five miles from the station the divisional inspector, Mr Tom Nutman reported that it 'was performed with consummate skill and a high level of seamanship'.

First news of the casualty came at 0020 on Wednesday, 19 October 1988, when Yarmouth Coastguard alerted Mr Mike Chapman, the honorary secretary of Lowestoft lifeboat station, that the coaster *Medina D* was stranded and taking water about four-and-a-half miles north of Lowestoft. Mr Chapman agreed to an immediate launch.

Listing

At 0029 the 47ft Tyne *Spirit of Lowestoft* slipped her moorings and proceeded on service in an ESE Force 8, the sky was heavily overcast with moderate visibility decreasing to poor in the frequent rain squalls. It was three hours before high water.

As the lifeboat cleared Lowestoft Harbour and headed north, she was met by heavy

*Lowestoft
East Division*



confused seas.

The coaster reported that she was bumping on the sea bed, listing to starboard and was holed and the Master requested that his four crew be evacuated by lifeboat.

Coxswain Catchpole asked the casualty to fire two parachute flares, show all deck and navigation lights and to transmit on VHF so that the lifeboat's VHF direction finding equipment could be used.

The coxswain and crew left the wheelhouse to man the upper conning position and the casualty was sighted ahead, lying in the south side of the Corton Channel, facing north with heavy, pounding seas breaking across the decks.

CREW SCALES 180FT CLIFF TO DISTRESSED BOY

Cliff rescue and yacht crew landed in one service

*Exmouth
South West
Division*

The ability of the Institution's inflatable lifeboats to work close inshore was well illustrated by a service carried out by Exmouth's D class on 13 August 1988 – a service which also led to the helmsman, John Walpole, receiving a letter of appreciation from the chief of operations after he had scaled a cliff to rescue a stranded boy.

Brixham coastguard reported a '999' call from the public at 1530, asking for the inflatable to be launched to search for a woman and three children cut off by the tide between Budleigh Salterton and Sandy Bay.

Bravery

The D class launched at 1534 and by 1555 had located the casualties and was standing by. Helmsman Walpole had been landed from the lifeboat in an onshore Force 4 wind and showed extreme bravery in climbing some 170ft to 180ft up the cliff to reach one of the children, a boy, who was very dis-

tressed, sobbing uncontrollably and in danger of falling.

Helmsman Walpole was able to re-assure the child and then bring him safely back to the beach, the remainder of the family, some 20ft above the boy, being recovered by the coastguard rescue team.

The day was not over for the crew of the inflatable for, at 1620, while still at the cliff rescue, they were alerted to a yacht firing red flares two miles to the east of Dawlish.

On reaching the yacht at 1645 they discovered it without sails, out of fuel and with one of the two crew aboard suffering from seasickness in the seas kicked up by the southerly Force 5 to 6 wind.

The D class called for the station's Brede class *Caroline Finch* to tow the yacht and remaining crew to safety while the inflatable took the ill casualty ashore to Exmouth Docks, arriving there at 1709.

She had a 20 degree to 30 degree list to starboard and was very sluggish in the water.

Weather conditions had worsened, with the wind gusting to Force 9 and poor visibility in driving rain and blown spray. The rough seas and heavy swell, funnelled by the channel between the sands, were lifting and breaking heavily across both casualty and lifeboat.

Searchlight

With the aid of the lifeboat's searchlight Coxswain Catchpole assessed the situation and decided to approach the casualty in the relative shelter of the port side, despite the fact that the list made this the higher side.

The coxswain made his first approach at 0105, but as the lifeboat neared the casualty a large sea rounded the stern of the stricken vessel and threw the lifeboat off course. The lifeboat cleared to port, circled and made a second attempt. This time she managed to come alongside a pilot ladder aft on the port side and the survivors began to board the lifeboat. As two of them were being helped aboard by the lifeboat crew, a very large sea lifted the casualty and lifeboat and threw them together.

One of the ropes of the ladder broke and a third survivor was thrown to the deck of the lifeboat. Once again the casualty was cleared to port and the lifeboat circled as the three survivors, fortunately unhurt, were housed in the lifeboat's survivors' cabin aft.

For the third approach the coxswain brought the lifeboat alongside the main deck amidships, where the final crew member and the master were pulled safely aboard the lifeboat as the breaking seas brought the decks together.



Three of the crew and master (below) of the *Medina D* safely ashore after their rescue by Coxswain Catchpole and the crew of the *Lowestoft Tyne Spirit of Lowestoft* (Photos Eastern Daily Press)



The lifeboat finally cleared the casualty at 0112, although the coxswain was concerned that the casualty might present a hazard to shipping. After receiving assurances from Yarmouth Coastguard the lifeboat proceeded at full speed towards Lowestoft, just minutes

before the *Medina D* turned over and sank.

The survivors were landed at Lowestoft at 0140, and a check revealed that the only damage sustained by *Spirit of Lowestoft* was a small dent on the port side where she had struck the casualty when the ladder parted.

TRAWLER'S ENGINE BLOWN OFF MOUNTINGS

High speed response helps mine-damaged trawler to safety

The fast response time of the high-speed Atlantic 21 was put to good use at Harwich last October when the honorary secretary of the station decided to make use of the rigid inflatable after a mine severely damaged a trawler.

The decision earned him, and all the crew members at the station, a letter of thanks from the Institution's chief of operations.

At about 1930 on 1 October 1988 the trawler *Niblick* sent a Mayday on VHF saying that a mine had exploded, causing extensive damage and that the vessel was sinking. Her position was about four miles north of Shipwash Light Vessel.

Speed

The Harwich Waveney lifeboat *John Fison* was requested by the coastguard, but the station honorary secretary, Captain R. Shaw, assessed the weather conditions (wind SE Force 3, calm sea and good visibility) and informed the coastguard that he was also launching the Harwich Atlantic 21 *British Diver II* for speedy response.

Harwich
South East Division
Aldeburgh
East Division

Nothing further was heard from the casualty and the extent of the damage and injuries was unknown so the Atlantic 21 proceeded at all speed with the Waveney following.

The Atlantic made a good passage and arrived on the scene at about the same time

as a helicopter, which placed a winchman on board after some difficulty negotiating the trawler rigging.

Once alongside a crewman from the Atlantic went on board to find that the skipper had assessed the damage, which included blowing the 6 cylinder Lister engine off the mounting beds, and hoped the ingress of water could be contained. He was in need of a tow to beach the vessel, or make the port of Lowestoft.

Mayday

The Atlantic was able to help further by transferring the skipper to negotiate a tow with a nearby trawler – which had received a Mayday relay, broadcast by the Waveney at the coastguard's request, and was already retrieving her gear to proceed and assist.

The Atlantic, with the Aldeburgh lifeboat *James Cable* also now in attendance and the Harwich Waveney nearing the scene, all stood by until the tow was passed, and the helicopter winchman agreed to the Atlantic crews' proposal to be lifted from the lifeboat rather than negotiate the disabled trawler's rigging again.

With the tow connected, and the trawlers moving towards Lowestoft, the Harwich lifeboats were stood down while Aldeburgh's Rother provided initial escort of the casualty.

Lifeboat Services continued on next page ►



MEDICAL ADVISER SECURES TOW

Yacht owner injured by boom

*Weymouth
South West
Division*

A service to an American yacht by Weymouth's 54ft Arun class lifeboat *Tony Vandervell* has led to a letter of thanks to the station's honorary medical adviser Dr Peter Gibbons from the chief of operations.

The incident started when the owner of the yacht, a Californian, was hit on the head by the yacht's boom during a sail change south of the Shambles lightship, some 11 miles from Weymouth.

Portland Coastguard alerted the lifeboat station at 0230 on 26 October 1988 and just eight minutes later the Arun was under way, reaching the casualty at 0317.

Incapacitated

Conditions at the scene were poor, with a SSE Force 5 wind, a rough sea and a 5m swell. The three uninjured members of the crew were incapacitated by sea-sickness and unable to assist the lifeboat crew and the yacht's boom was swinging wildly, making the approach more difficult.

Eventually the lifeboat was brought alongside the casualty, with only some damage to a short section of the belting, and Dr Gibbons put aboard to treat the injured owner and comfort the sea-sick crew.

Alone on board, and still without assistance from the incapacitated crew of the yacht, the HMA managed to pass a tow line to the Arun so that she could be taken to Weymouth.

The lifeboat berthed the casualty in Weymouth harbour at 0635 and was ready for service again ten minutes later.

The owner of the yacht was taken to hospital by ambulance and had suffered a wound to the forehead which required ten stitches. He was able to leave hospital later in the day.

Atlantics join forces to save yacht crew on Chichester Bar

The Institution's Bronze medal for bravery has been awarded to crew member Graham Raines of the Hayling Island lifeboat crew following a very difficult rescue involving two Atlantic class lifeboats on 9 October 1988. Conditions during the service were at the very limit of the operational capability for the two rigid inflatable lifeboats.

The thanks of the Institution inscribed on vellum have been awarded to the other five lifeboatmen involved. They are Helmsman Frank Dunster and crew member Roderick James of the Hayling Island lifeboat and Helmsman Martin Icke and crew members Paul Venton and Adrian West of the Portsmouth (Langstone Harbour) lifeboat.

At 1317 on 9 October 1988, while on exercise in Langstone Harbour, Portsmouth's Atlantic 21 *City of Portsmouth* was asked by Solent Coastguard to investigate a report that two people were overboard from the 32ft yacht *Dingaling* at Chichester Bar.

The yacht, with six people on board, had been on passage from Cowes to Chichester when she had broached and been knocked down.

Mayday

The wind was SW Force 7/8, and against the tide, producing steep seas some 8-10ft high. Skilful handling was required by Helmsman Martin Icke at Langstone Harbour entrance, and once clear of the East Winner Bank a course was set for Chichester Bar.

Meanwhile, Solent Coastguard had also informed Hayling Island lifeboat of the

*Hayling Island
and Portsmouth
South East Division*

Mayday call, and the crew, already mustered at the lifeboat station following an earlier unconnected alert, immediately prepared to launch in heavy and difficult seas under the command of Helmsman Frank Dunster. The lifeboat cleared the harbour, sighted the yacht and made good speed to arrive on the scene by 1324.

Conditions were very rough, with steep breaking waves estimated at 15ft. The yacht's propeller had been fouled and *Dingaling* was wallowing under a storm jib as the two lifeboats made their way towards her in the severe conditions.

At 1325 Helmsman Dunster spotted a man in the sea, floating on his back with arms outstretched. A helicopter which had also been called to the scene failed to recover the casualty at the first attempt so Helmsman Dunster immediately manoeuvred the lifeboat to effect a rescue. Crew member Raines leapt into the water and swam to support the



Crew member Graham Raines - awarded the Bronze medal for his part in the rescue of a crew man from the yacht *Dingaling*.



Three saved from swamped dinghy

Members of the Portsmouth lifeboat crew have also received framed letters of thanks from the Chairman of the RNLI for their services during an earlier rescue. The helmsman for this service was Steve Alexander with crew member James Beach and two crew members from the service above, Adrian West and Paul Venton.

On 4 April 1988 the lifeboat was waiting to exercise with a helicopter when she received an urgent request to investigate a Mayday call from the yacht *Patina* in Langstone Harbour.

The weather was overcast with a cold, fresh ENE wind gusting Force 6/7.

The lifeboat reached the casualty at 1141 to find three people in the water clinging to the yacht. Aboard were the owner and his crew, who had found an upturned dinghy with three people clinging to it, very weak and too heavy to hoist aboard.

Two were holding on at the stern, while another was by the anchor cable at the bow.

The man at the bow was in the most need of assistance, but a line was entwined around the man and the anchor warp and this had to be cut before he could be hoisted aboard. Because of his water-

man, who appeared to be unconscious.

At the same time a woman was spotted, face down, to the west of the lifeboat and the helicopter diverted to her position. Crew member Raines inflated his lifejacket and shouted encouragement to the man, who responded by wrapping his legs around his rescuer.

Helmsman Dunster positioned the lifeboat to pick up the two men on his port side, but the first attempt failed and on the second approach the lifeboat was knocked off-line by breaking seas and driven down on top of the two men.

Submerged

Crew member Raines and the survivor were submerged under the lifeboat, but resurfaced off the starboard quarter, still clinging together. Crew member James, aboard the Atlantic, reached to help the two people in the water but the violent motion threw him in to the sea with them. He managed to grasp a lifeline and also grab hold of crew member Raines, establishing contact between the lifeboat and those in the water.

Helmsman Dunster, now alone in the lifeboat, immediately put the starboard engine in neutral to prevent the propeller injuring those in the water, and fought to keep the lifeboat head to sea with one engine.

At this point, at 1328, the Portsmouth lifeboat arrived on the scene after negotiating rough and rolling seas on her four-mile passage. Helmsman Icke had manoeuvred to pick up the woman in the water, but the helicopter winchman was able to lift her from the sea.

Seeing the plight of the Hayling Island lifeboat, Helmsman Icke brought his Atlantic alongside the port side of the Hayling boat, so that one of his crew, Paul Venton, could jump on to the aft deck. This transfer

Portsmouth South East Division

logged clothing, it took all three crew to hoist him into the lifeboat.

The casualty was unconscious, apparently not breathing and no pulse was detectable. Cardiac massage and resuscitation were started in an attempt to save the man while Helmsman Alexander manoeuvred the lifeboat beneath the helicopter, which had arrived and taken up station some 30 yards astern of the yacht, with the winchman already lowered. The casualty was winched into the helicopter and flown to hospital while the air crew worked to revive the man, who was alive and breathing on arrival.

Helmsman Alexander returned to Patina's stern and the two other survivors were lifted aboard the lifeboat, again with considerable difficulty due to the weight of their clothing.

They were suffering from hypothermia after being in the water for more than an hour before being seen by Patina and were taken to Eastney Point where an ambulance was waiting.

The two men aboard Patina, Mr Peter Clack and Mr John Hope have received letters from the chief of operations thanking them on behalf of the RNLI.

Close quarters at Berry Head



The injured climber is brought aboard *Edward Bridges* at the foot of Berry Head cliffs while crew members check the inches of clearance forward
(Photo Herald Express, Torquay)

Torbay's Arun class lifeboat *Edward Bridges* had to approach within inches of a cliff on 9 December 1988 to rescue a climber, who had fallen some 20ft into the sea at Berry Head.

The accident happened at a climb known as Moonraker, close to the station, and the lifeboat was on the scene ten minutes after launching at 1255. Coxswain Arthur Curnow manoeuvred the Arun into position with great care as it was low water. Soundings were taken ahead of the lifeboat with a boathook and the Y boat was used to nudge the lifeboat into the exact position required to embark the casualty in the lifeboat's basket stretcher, almost touching the cliff.

The casualty, an experienced climber, was not seriously injured and was taken to an ambulance which was waiting at Brixham.

was a hazardous operation and crew member Venton fell heavily.

Despite being shaken, he recovered quickly and pulled the survivor and crew member Raines aboard the Hayling lifeboat while crew member James hauled himself aboard.

During this time the Portsmouth lifeboat had stood by and was able to establish that everyone aboard *Dingaling* had been accounted for, since there had been some confusion about how many people had been in the water.

Meanwhile *Dingaling* broached several times, taking heavy seas into her cockpit and was moving very slowly north east under storm jib.

Aboard the Hayling lifeboat, crew member James attended to the survivor, who was breathing but barely conscious, and encouraged him to talk.

As first aid was being administered, a very high breaking and curling sea stood the lifeboat vertically on her stern and filled her with water. The survivor was swept up between the engines, and recovered, but once clear of the wave the lifeboat's starboard engine stopped, although she was able to continue on the port engine.

At 1329 the Coastguard helicopter prepared to lift the casualty from the Hayling lifeboat, but two attempts to land the winchman failed in the atrocious sea conditions.

Helmsman Dunster then headed south

towards a slightly more sheltered area and, although the seas were still very rough, a successful transfer was completed by 1400.

Crew member Venton was now returned to the Portsmouth lifeboat, which was escorting *Dingaling* back to harbour in heavy seas. Helmsman Dunster decided that the Hayling boat should join the Portsmouth lifeboat in this duty, reasoning that although she was running on only one engine the Portsmouth Atlantic would be close at hand for support.

Tow

Using great skill and expertise Helmsman Dunster negotiated the following sea and gradually conditions improved. By now crew member Raines had begun to suffer from vomiting.

Once inside the harbour entrance, at 1445, *Dingaling* was taken in tow by the Portsmouth lifeboat and berthed at Sparke's Marina.

It was later learned that the woman lifted from the water by helicopter was dead on arrival at hospital, but the man, although detained overnight suffering from shock and hypothermia, was released from hospital the following day.

As conditions had moderated a little, Portsmouth lifeboat was taken back to station and was ready for service at 1612. The Hayling Island lifeboat was returned to station at 1630, refuelled, the starboard engine restarted, tested and made ready for service.



Tow passed to coaster 400 yards from rock-bound lee shore

Kirkwall – Scotland North Division

Coxswain Captain William Sinclair, of Kirkwall lifeboat in the Orkneys, has been awarded a bar to his Bronze medal for a service in which the lifeboat saved a 500 ton coaster with her master and chief engineer aboard in a long and very arduous service in gale force winds.

The service was the very last one carried out by Coxswain Sinclair before his retirement.

The other members of the crew, Second Coxswain James Mitchell, Motor Mechanic Dupre Strutt, Assistant Mechanic Robert Mainland and crew members Geoffrey Gardens, Robert Hall and Smith Foubister have all been awarded medal service certificates.

It was at 0718 on 13 September 1988 that Kirkwall's new 52ft Arun *Mickie Salvesen*, on station for just six weeks, cast off and set out on service at full speed. A 500 ton bulk cement carrier, *BC Mercurius* had suffered engine failure and was drifting slowly towards the shore, 2.4 miles off Noup Head, on the island of Westray.

The lifeboat headed north, negotiating the narrow channels out of Kirkwall in a northerly Force 6 wind, moderate seas and heavy rain squalls which reduced visibility to only a mile at times. In the more open waters of Westray Firth she began to experience a heavy NW swell.



Captain William Sinclair, coxswain of the Kirkwall lifeboat, with the station's new Arun *Mickie Salvesen*

Lifeboatmen swim through surf to rescue sailor

Port Talbot – South West Division

Two crew members of the Port Talbot lifeboat station have received letters of thanks from the chief of operations after an unusual rescue which led to a life being saved even before the station's D class inflatable was launched.

At 1045 on 19 August 1988 the coastguard informed the station's deputy launching authority of a small yacht which had been reported by several people anchored in the lee of New Harbour breakwater, but having a rough time in the surf which was running.

The coastguard mobile at the scene reported seeing someone aboard, but when the Honorary Secretary and two crew members went to observe they could see no one on the yacht.

The honorary secretary went to the harbour office to ask the coastguard to page the crew, so that the D class could check on the yacht and warn him that he was in

a dangerous area, but while he was there the yacht broke adrift.

The two crew members at the scene, Harry Worth and John Baker, were experienced surf life-savers and decided to act. They waded and swam through the rough surf kicked up by the Force 7 SW wind and boarded the yacht.

Bemused

They found the sole occupant, a man in his seventies, 'bemused and battered' and as the yacht went aground were able to get him safely ashore and to a first aid station.

The yachtman was reported to have been beginning a month-long cruise and not to have eaten for three days, having mislaid his dentures.

The letter from the chief of operations commends both crew members for displaying initiative in the best traditions of the Institution.

Lifted

The coastguard helicopter based at Sum-burgh had already found the casualty and four crew members had been lifted off. Only the master and chief engineer remained aboard, hoping to save the ship.

A fishing vessel, *Lindiness*, was also on the scene and as the wind increased to Force 8, threatening to drive *BC Mercurius* ashore, the fishing boat set off to help her. However conditions became difficult for her, and when her skipper knew that the lifeboat was approaching he turned back.

In spite of 20ft seas the lifeboat maintained full speed and just after 0900 she arrived at the scene. The 160ft coaster was lying across the sea with her head to the west, rolling heavily and shipping seas across her foredeck and occasionally her fore-castle. A team of coastguard auxiliaries had assembled at Noup Head lighthouse as the coaster, about 800 yards offshore, drifted slowly towards them.

Squalls

Her master made it clear to the lifeboat coxswain that he wished to be towed clear. The lifeboat manoeuvred in close to the casualty in the very rough seas and heavy rain squalls to observe her set and drift, ready to take the two men off if necessary.

She appeared to be coming clear of immediate danger and at 0925 the coastguard radioed that they had arranged for a tug.

Less than half-an-hour later the situation

IN GALE FORCE WINDS

had changed. The coaster was now barely 400 yards off the land and drifting closer. With the rescue helicopter now refuelling at Kirkwall airport, the lifeboat moved in to take up the tow. Coxswain Captain Sinclair made his approach from ahead, down the coaster's port side and passed a heaving line. A mooring rope was attached and the tow began. With 200ft of line the coxswain swung the casualty to port into the eye of the wind using minimum engine power. By now the ship was only 300 yards from the shore. The coxswain, by continually playing his throttles, managed to coax the coaster northward away from danger.

Violent

The motion of both lifeboat and casualty was violent and after 15 minutes the tow-line parted at the casualty's fairlead. As she began to drift back towards the shore the lifeboat rapidly retrieved the line and manoeuvred close alongside to take and secure a second line. The lifeboat, by preventing the casualty from drifting downwind towards the shore, allowed the casualty to be carried east with the tide.

Ten minutes elapsed and the tow-line parted again. A longer line was passed this time and as the two vessels moved further from the shore there was a slight improvement in sea conditions.

By 1115 the coaster was 800 yards NW of Our Ness in 80ft of water, and in a position where the coxswain was able to recommend her master to anchor.

At first the anchor failed to hold but 400 yards clear of the land the vessel brought up.

The helicopter was no longer needed but the lifeboat stood by for the next two-and-a-half hours until the tug arrived. With some difficulty the tow-line was secured and at 0420 the tug and coaster began the tow back to Kirkwall.

The lifeboat took a different route back to pick up the four men from the coaster who had been landed by helicopter at Pierowall and they were transferred back on to the coaster at the north end of Kirkwall Bay.

The lifeboat finally returned to station at 0855.

Crew snatched to safety as fishing boat sinks during salvage attempt



(Left) Lerwick's Arun class *Soldian* eases out of the narrow gully after passing a messenger line for the tow.

(Below) The fishing vessel *Boy Andrew* sinks as she is towed clear by a powerful trawler and *Soldian* closes in

(Bottom) Her owner, a crewman from the towing vessel and a helicopter winchman put aboard for the attempt are snatched to safety by the lifeboat crew.



These dramatic photographs capture an incident on Friday 13 January 1989 when the fishing vessel *Boy Andrew* ran into a narrow gully at Trebister Ness on Westray in the Shetlands. Lerwick's Arun *Soldian* took the crew off by Y boat and returned later to stand by a salvage attempt.

In deteriorating weather *Boy Andrew* was pulled free by a large trawler and immediately began to sink. The quick thinking of the coxswain, Hewitt Clark, enabled the lifeboat to take off the remaining crew. (Photographs courtesy Ian Leask)



Full particulars of this service were not available when *THE LIFEBOAT* went to press and a more detailed account will follow in a later issue.

New Tyne keeps disabled tug off Devon rocks

Salcombe – South West Division

The qualities of Salcombe's new Tyne class lifeboat *Baltic Exchange II* were put to the test on 21 October 1988 in a service which led to the coxswain, Frank Smith, being congratulated in a letter from the director of the Institution.

On the previous evening the tug *Durdham* with a barge in tow had suffered engine failure a mile south of Start Point and, with gales forecast, the lifeboat had been launched to take off the crew.

The following day, 21 October, the crew returned aboard *Panther*, an ex-tug, which

had been chartered to tow the disabled tug and barge into harbour.

At around 1730 Coxswain Smith heard *Panther* radio the coastguard to put the Salcombe lifeboat on stand-by, and he and the honorary secretary went to look at conditions on Salcombe bar. One look at the conditions, a SSE Force 6/7 and seas breaking on the bar, was enough, and they decided to launch the lifeboat.

The lifeboat was under way soon afterwards, and by this time *Panther* had arrived at the entrance where the tow parted. The

disabled *Durdham* was being driven on to the cliffs to the west of the entrance and *Panther* was on her way back out over the bar to re-establish the tow. She was hit by a breaking sea as she turned and was laid flat.

Tow line

Coxswain Smith waited for *Panther* to complete her turn, then drove the lifeboat astern into the sea and passed a tow-line. *Panther* also passed a line and the two boats began the tow towards the harbour. *Panther's* tow parted again and the lifeboat took the casualty into the harbour on her own.

The service was watched by a large number of spectators from the cliffs overlooking the scene, and the station honorary secretary later received many messages congratulating the coxswain on his skill in carrying out the service in difficult conditions of wind and sea.



Eight-hour tow in winds up to Force 9

Rosslare Harbour Ireland Division

Rosslare Harbour's Arun class *St Brendan* was at sea for twelve hours in winds of up to Force 9 on 12 August 1988 when a yacht found herself in trouble more than 50 miles from the station. The arduous service has led to the station receiving a letter of thanks from the chief of operations congratulating the coxswain and crew on their skill and determination.

At 0210 Shannon MRCC reported a 30ft yacht, with two people aboard, suffering from sail problems and a fouled propeller some 53 miles south of the station.

The Arun was launched for the long passage to the casualty, encountering seas up to 25ft high as she battled into the SW wind which was between Force 8 and Force 9.

At 0425 a Sea King helicopter located the yacht and provided an exact position, enabling the lifeboat to sail directly to the casualty using her Decca Navigator system.

It was not until 0612, nearly four hours after launching, that *St Brendan* came up with the casualty. The wind was still Force 8 to 9 and the sea state 'very high' – a description applied to waves between 29ft and 45ft.

With the tow made fast the Arun was faced with the passage back to port – which took almost eight hours, during which the warp parted twice. During the whole service the wind did not drop below Force 6/7 and it was 1430 before the lifeboat was able to bring the yacht into Rosslare Harbour and land the survivors.

Greek extract for New Brighton



Dentist Neil Thomas (left foreground) with the crew and helpers of the New Brighton lifeboat after the service.

(Photo Bob Bird)

Taking doctors to a casualty is fairly common – but the crew of New Brighton's Atlantic were called on to ferry local dentist Neil Thomas to the Greek master of the coaster *Porta Aistissa* on 2 January 1989.

The master had a dental abscess which had prevented him from sleeping for four days. He refused to be taken ashore and the Atlantic, *Blenwatch*, returned to pick up the dentist who extracted the tooth on the ship with the help of lifeboatman Bob Barrass. Neil Thomas described the nine-mile, high-speed dash in lumpy conditions as 'the ride of a lifetime'.

Three saved from cruiser on lee shore

The rescue of three people from a disabled 25ft motor cruiser, which was only minutes from being driven on to a lee shore in large seas on the Norfolk coast, has earned Coxswain Anthony Jordon of Wells lifeboat station a letter of appreciation from the director of the Institution. The letter warmly thanks the coxswain for his prompt action and exemplary seamanship.

The cruiser had been on passage from Boston to Great Yarmouth when she lost her steering a mile off Blakeney on 27 June 1988. The wind was NW Force 5 and squally, the coast a lee shore with breaking seas up to 8ft high and visibility was poor.

The station was alerted by the coastguard, and at 1559, the 37ft Oakley *Ernest Tom Neathercoat* was under way for the 90-minute passage to the casualty.

The lifeboat crew used the VHF radio direction finder to locate the cruiser, finally spotting her at 1714 – anchored by the stern just 60 yards off the beach and dragging towards the broken water of the lee shore.

The tow line was passed at 1725, but

Wells

East Division

conditions were difficult and it was not until 1531 that it was secured and the casualty towed out through the broken water to safety.

The cruiser was able to use some engine power, to speed the tow to catch the tide at Wells, but she was yawing badly in the sea conditions as the lifeboat entered Wells harbour through more broken water.

The tow back took some two hours and it was not until 1931 that the Oakley was able to report that she had brought the casualty in to sheltered waters.

Dangerous climb for lifeboat crew members

The director of the RNLi has written a letter expressing his sincere thanks to three crew members of the Donaghadee lifeboat following the difficult and dangerous rescue of a badly injured climber.

Crew members Shane McNamara, Ruth Lennon and George Thompson were aboard the station's Arun *City of Belfast* in the early hours of 10 July 1988, taking part in a long search for another casualty, when the lifeboat was diverted to Muck Island where a climber had fallen down a cliff.

The call came at 0210 and the lifeboat reached the scene at 0220 in almost nil visibility, torrential rain and a southerly Force 5 wind.

The Arun could not approach closely because of the conditions and so the inflatable Y boat was launched in the lee of the land with the three crew members aboard.

The inflatable went first to Portrush to the fallen climber's companion and brought him to the area to help find the man.

In very poor conditions the crew beached the Y boat and climbed the cliff, made difficult by darkness, torrential rain and deep holes and gullies obscured by long grass. George Thompson fell down one of these holes, fortunately without injury, before the three located the badly injured man.

Trained nurse Ruth Lennon forbade the plan mooted by others at the scene to evacuate him by Y boat, insisting on a helicopter lift.

It was later discovered that the climber had broken ribs, a cracked pelvis and a collapsed lung – her assessment had been correct.

The helicopter airlifted the injured man to hospital and the Y boat crew made their way down the cliff, launched the Y boat and returned to the Arun – resuming the original search at 0330.

Donaghadee Ireland Division

Your Letters



Unusual hazard

Sir – I was skipper of the yacht *Dalriada* when she sank in the small hours of 2 July 1988 (Lifeboat Services, Winter issue), and was eventually transferred to the shore from *HMS Battleaxe* by Coxswain Billy Lennon and the Donaghadee lifeboat.

As your report says, in my distress call to the Belfast Coastguard I said I thought I had hit rocks, but your account seems to imply that we were incompetent.

Please try to put yourself in my position. We were heading just north of west, close hauled in very light airs, making about 3 knots (our engine had failed six hours earlier). I had four major lights in view, visibility was very clear, though the night was very dark. The mate was on the helm and I was at the chart table when he saw something about a second before we were struck.

I dashed to the cockpit and could just make out two poles sticking out of the water. In that brief glimpse they looked like the kind of poles one sometimes sees on unlit rocks.

By this time the crew below told me there was a lot of water coming in, and my reaction was that I must have made a catastrophic navigational error.

I could think of no other explanation. Water was coming in quickly enough to send the yacht down in about five minutes, so there was not the time to spend philosophising as to what we had hit. In my mind I was certain we were well north of any hazards but when you are in extremis, as we were, you react to what you see (the two poles) and assume the fault is yours.

I think that the headline 'Deep water

'rocks' sink yacht' gives a wrong impression. When things happen drastically and catastrophically at sea, one's reaction is very different from what is possible with the benefit of hindsight.

Your report also says we were picked up from our life raft. Would that we were. The yacht's six-man raft failed to open, and the attempts by two crew members in a sinking yacht must have been very strenuous indeed.

My daughter, one of the crew, reckons that I would have survived no more than a few more minutes when *Battleaxe's* boat found us. It was her captain who told us we had been holed by a submarine periscope housing. We received no medical attention on *Battleaxe*.

We are very grateful to Mr Lennon and his crew, and to the Belfast Coastguard, and *HMS Battleaxe*. When I am next in Northern Ireland I shall visit both Donaghadee and Orlockhead.

The Reverend E. Peter Mosley
Newcastle-upon-Tyne.

Editor's Note: No reflection on the Reverend Mosley's competence was intended. We are pleased to publish his letter to highlight the variety of problems encountered at sea.

Kitted out

Sir – Can anyone help, please?

I am one kit short in the set of the die-cast model lifeboats which used to be listed in the RNLI gift catalogue. The missing kit is No. 11R, Oakley class.

The kit manufacturer has ceased to trade and neither my own or surrounding branches have any in stock.

H.V. Hanson
53 Chawn Hill, Stourbridge, West Midlands

Troon lifeboat service to TS *Mountbatten*

Sir – With reference to the report in the Winter issue of *THE LIFEBOAT* concerning the service to TS *Mountbatten* by Troon lifeboat, I have to point out one inaccuracy therein.

It was stated that, prior to the lifeboat's arrival, four children had swum ashore from the casualty and I now understand that was not the case. In fact, they were put ashore in a rubber dinghy carried aboard the casualty.

I point this out so that no one will think our good friends in the Sea Cadet Corps were neglectful of the safety of their youthful charges.

This does not detract from a fine service carried out by the coxswain and crew of the *City of Glasgow*, but I would not like it thought that those in command of the stricken vessel acted in anything other than a proper seamanlike manner.

James Manson
Station honorary secretary
Troon.

Would tests save trouble?

Sir – Just a few thoughts concerning general safety at sea.

Would it be worthwhile to have a test, on the lines of the MoT for cars and airworthiness for aircraft, to be enforced for boats of, say, two berth and larger?

It seems that as lives are at stake a short simple test of competence may also be useful.

The minimum standards would be flares, spare engine (outboard), radio (even CB or BT radio telephone).

I don't think I am a killjoy or a person trying to encourage red tape but if common sense could be used to help cut the amount of call-outs for crews, I believe this is to the good.

Being employed in the medical field, I also hope to save myself work!

Stephen C. Dean
Aylesford, Kent.



The Eastbourne lifeboat *Jane Holland* was one of several RNLI boats involved in the Dunkirk evacuation. She was later found, adrift and badly damaged, and is pictured under repair. Mark Child of Collectors' Books would like to locate more photographs and hear any anecdotes for a forthcoming book to coincide with the 50th anniversary of Dunkirk in 1990. (See letter, right)

Lifeboats at Dunkirk

Sir – With the co-operation of the Association of Dunkirk Little Ships, we are researching a book about the small craft which took part in 'Operation Dynamo' and which are still in existence. The emphasis is very much on the vessels themselves, particularly those which remain, rather than the military aspect of the operation. Publication of this book will coincide with the 50th anniversary of Dunkirk in May 1990.

We do, however, need to research the Dunkirk involvement of those little ships which are still in use, as well as their subsequent history.

At this early stage in the research, I do not know how many of the lifeboats which took part are still in existence – *Guide of Dunkirk* certainly is, now at Mevagissey. But while we are finding them we also need personal anecdotes and photographs relating to the vessels themselves.

I would like to bring this project to the attention both of the lifeboatmen themselves and of your Shoreline members, any of whom might have a long standing interest in the service and stories and photographs of individual boats.

Mark Child,
Head of Research, Collectors' Books,
Bradley Lodge, Kemble, Cirencester, Glos. GL7 6AD

Your Letters

Continued

Working at publicity

Sir – At the Eastern Region conference the Director mentioned the need for publicity to promote the RNLI. How true his words were.

As a result of a recent article in one of the many free papers that circulate in this area, a lady made contact and said that the article had prompted her to make a donation. She had always meant to make a donation in memory of her late husband but had never got round to it. The article reminded her, and she donated £500.

Getting publicity at local level principally depends upon the whim of the editor. It can be quite depressing when you go to so much trouble and find you do not get coverage.

In this particular case I knew the copy deadline was Tuesday morning. A photograph of the event was due back from developing on Monday afternoon, which meant picking up the photograph, enclosing details of the event and getting the package posted first class by 1730. With Monday being a busy day at work, it would be so easy to say 'forget it', but this time the effort had come up trumps.

Please don't think we are blowing the Harwich trumpet. I record this as an example, not just to confirm the Director's words of wisdom but as proof to depressed branch and guild secretaries that our charitable efforts can pay hidden dividends.

We are in the era that, if we want press coverage, we have no option but to present our news into the laps of the editors.

Those who do not have little chance of getting their efforts publicised.

Captain R.W. Shaw

*Honorary secretary
Harwich & Dovercourt branch*

Congratulations

Sir – Many of us at the Scottish Society for the Prevention of Cruelty to Animals Headquarters were amused to read the account in the Winter 1988/89 issue about the rescue of a bull from Kirkwall Harbour.

In a more serious vein, would you please pass on our congratulations to George Dadson, James Mitchell and Dupre Strutt for their initiative in rescuing the bull. They did a great job.

Sir Cameron Rusby KCB LVO,
*Chief Executive,
SSPCA, Edinburgh.*

Sixty-eight, not out



Laurita, once the Kirkcudbright lifeboat Priscilla McBean, built in 1921 and still in commission on Lake Windermere

Sir – Noting the report of John Brunnings's discovery of an ex-Kirkcudbright lifeboat at Kippford, and Mr Denton's further information in the Winter issue of THE LIFEBOAT, it may be of interest to report that for the past 32 years I have owned that lifeboat's predecessor at Kirkcudbright (1928-1930), the ex-ON655 *Priscilla McBean*.

She is a 35ft x 8ft 6in self-righter (motor), built by J. Samuel White & Co Ltd., Cowes in 1921 at a cost of £6,622 13s 10d – through the legacy of Mr E. McBean of Helensburgh.

She was at Eastbourne from 1921 to 1926 and at Maryport from 1931 to 1934, when she was sold out of service. During her service she was launched 21 times and saved 25 lives (18 at Maryport). During her retirement on Windermere she has saved two further lives.

During the 1939-45 war she was at Ulverston and was taken to Lake Windermere in 1947, having been renamed *Laurita*. I purchased her in 1956 and she is now powered by a Ford 4D diesel. She is still on Windermere, moored near Ambleside, and has given my family immense pleasure over the years.

John Hepper, Leeds.

Holiday help

Sir – I enclose an account of events my daughter and myself had the misfortune to encounter.

'It all began on our journey back from Weymouth. We had just finished racing a Westerly round Old Harry Rocks when we took down the spinnaker ready to sail into Studland.

'The sun was lovely and hot so I decided to put on my swimming costume. I could see everyone was busy down in the galley making lunch so I walked up the bow to use the forehatch. As I went to jump down the hatch my knee struck the metal rim.

'Thinking I had just scraped my shin I sat on the deck holding my leg. Dad, seeing what happened called my sister to help me into the cockpit and down the hatch.

'A small trace of blood started running out of my trouser leg and my Nan helped me off with my jeans. When she saw my knee she turned white, quickly putting a pad of tissue over it and said 'It's not as bad as it looks'.

'Dad realised it needed medical attention, so as we passed a boat at anchor that had a sturdy tender he asked if we could use it to get me ashore. It then occurred to Dad that it would be a long journey to the hospital, so he used the radio and called the Coastguard who told us he would call out the lifeboat.

'In no time at all a small orange speck could be seen coming towards us, and before we knew it two of the lifeboatmen were releasing the guard rails and the other two men attended to me. I was amazed at the great care and ease with which the two lifeboatmen lifted me through the hatch and down into the lifeboat.

'Within minutes I was speeding into Poole harbour with one of the crew shielding me from the spray. I was in shock so I was glad of the coats they had wrapped round me. Dad was relieved to see the ambulance waiting for us at Sandbanks and, watched by many holidaymakers, I was wheeled into the ambulance. With the Coastguard following, the ambulance made its way to Poole Hospital where I was treated with ten stitches in my knee.

'All of my family were very pleased to have the lifeboat service that day, with all the crew leaving their jobs, families and even a funeral to attend our call.

'I would like to point out the importance of the RNLI to many other yachtsmen as they depend on our support. Thank you Poole RNLI – **Martine Agent** (aged 14)

The thanks my daughter expresses are from us both, and every sailor afloat.

J. Argent
Abingdon, Oxon.

The days when wood was the automatic choice of material from which to build a lifeboat have long gone – today aluminium, steel and a new generation of composites are providing the solutions to technical problems. **James Paffett** explains ...



The Material Revolution

Six years ago an account of the materials used in building lifeboat hulls ('What are lifeboats made of?' – *THE LIFEBOAT*, Autumn 1983) set out the relative merits of timber, steel and glass reinforced plastic (GRP), and remarked on the possibility of using aluminium.

Since that time development has been rapid. The Institution has gained considerable experience with GRP in the Arun and Brede classes, and the Mersey class has come into service – the first boats of this class having aluminium alloy hulls. There is also an experimental version of the Mersey with a fibre reinforced composite (FRC) hull under evaluation, so it can be seen that the Institution now has boats built in five different materials – wood, steel, aluminium, GRP and FRC. Is there, one might ask, some method behind all this diversity?

There is indeed some method, and we shall try to bring the 1983 story up-to-date and to explain some of the thinking behind the Institution's choice of materials.

An important factor underlying RNLI lifeboat development in recent years has been the Institution's decision that all future lifeboats shall be 'fast' – that is, capable of 18 knots or more in calm water. The need for speed, combined with all the other RNLI requirements – self-righting, range, survivor capacity and so on – has placed a severe burden upon the boat designers, and to get the necessary speed and performance they have been obliged to make great efforts to save weight in the hull structure while maintaining the strength and robustness essential in a lifeboat.

The strength requirement has virtually ruled out timber, and wood will be phased out of the RNLI fleet with the last of the eight knot lifeboats.

Steel hulls have proved entirely satisfactory in the Waveney, Thames and Tyne classes – combined with aluminium in the deck-houses and, in some boats, with aluminium decks. There is also a single steel Arun class in service.

Apart from the first three boats, which are wood, the rest of the Arun class hulls are of GRP. The GRP hulls have stood up well in service, though in some boats there has been superficial blistering in the underwater hulls. Remedial measures for this, and one boat which

GRP construction has been used for all recent Arun class lifeboats. The hulls are laid up inside a female mould (left) using polyester resin and glass fibres to produce a light, strong hull.



James Paffett RCNC CENG FRINA HONFNI FRSA is a member of the RNLI Committee of Management and chairman of the Technical Consultative Committee

suffered from weight growth due to water penetrating into foam-filled void spaces, have proved effective.

The Brede class, with a commercially designed hull, caused some concern when material samples removed for survey showed that some of the GRP in the hulls fell short of Lloyd's stringent standards for strength and stiffness. This represented no great hazard since the hulls had been built with reserves of strength ample for commercial service. However, to be on the safe side, the boats affected are being carefully reinforced with extra layers of high-performance FRC on the hull to ensure that they retain the capacity to take punishment so necessary in a lifeboat.

This experience with GRP has reinforced one of the points made in the 1983 article – the supreme importance of inspection and quality control during the building operations.

Quality control

The quality and strength of steel is ensured by careful analysis and testing at the steelmaker's works, but the boatbuilder makes his own GRP laminate as he goes along, and quite minor errors in mixing and application can result in structure which is weaker or heavier or less watertight than it ought to be. These are faults which are difficult to detect after completion short of cutting out samples for laboratory tests. This procedure is tedious and expensive, and as it leaves the hull with sampled areas it is understandably unpopular.

The glass reinforcement in GRP can take the form of 'woven rovings' (WR) or 'chopped strand mat' (CSM), which is a mass of randomly-oriented short fibres. CSM can be laid up by hand or spray and the lay-up is difficult to inspect effectively, particularly with spray application.

Weight is more easily controlled where the fibre takes the form of WR, a woven cloth of known weight per square metre. The recent experience with the GRP boats by no means rules out the use of GRP in the future, but it does mean that CSM is unlikely to be used in important work.

The development of the new fast carriage-launched boat, now known as the Mersey class, has brought new materials to the RNLI.

The weight of a carriage boat needs to be held down to something like 12 tonnes to enable it to be handled across the beach, and this,

The Material Revolution continued

combined with the need for speed, imposes a severe limitation on the hull weight.

Early on in the design stage it was found that this ruled out the use of steel, so that it was not possible to adapt a scaled-down version of the Tyne for use across the beach. GRP was considered, but its poor resistance to impact and to abrasion by sand and shingle argued against its use in a boat which was certain to get thoroughly abraded in service. This left aluminium as the only suitable hull material.

A prototype boat was built in welded aluminium alloy – not an operational lifeboat, but a kind of sea-going full scale model for use as a guinea pig. Several modifications were tried out in this vessel, including changes in bow and stern shape. The welded construction of the hull, combined with the relative absence of internal fittings, made such changes easy to carry out.

When the speed, performance and layout satisfied the RNLI operational staff the design was finalised and the building programme proper commenced.

The first operational aluminium alloy RNLI lifeboat, ON 1125 *Sealink Endeavour*, went on service at Hastings in February 1989, and there are now eight other aluminium craft in various stages of construction.

When afloat an aluminium lifeboat looks much like any other lifeboat to the casual observer, showing the usual colour scheme out of the water. However, the lower part of the hull shows up as bright bare metal – with no paint at all.

As a carriage boat spends relatively short periods afloat there is no need for any anti-fouling composition to prevent weed growth, and aluminium protects itself when both in and out of the water with a thin skin of self-generated oxide corrosion. The upperworks are painted in the normal RNLI style for recognition purposes.

Fibre reinforced composite

During the time taken to design and commission the aluminium Mersey class there have been important developments in boatbuilding techniques, in particular the emergence of FRC – fibre reinforced composite.

At first sight this looks much like GRP, but the fibre is not necessarily glass, and the plastic is not necessarily the polyester we are familiar with in conventional GRP.

The new fibres are Kevlar (the trade name for a synthetic aramid fibre of great strength manufactured by Dupont), carbon, boron, and high-performance glasses referred to as R-glass and S-glass. Hulls of spectacular strength and lightness have been built for racing sail and power craft by using combinations of these fibres in sophisticated ways, usually in combination with epoxy or modified polyester resins.

FRC technology has been proved in the racing and defence fields to such an extent that the Institution was led to investigate the possibil-

The latest material to be assessed by the RNLI is FRC (fibre reinforced composite). Light weight and good abrasion resistance is claimed for the new material and tests with a prototype Mersey (seen above at Newhaven on trials) have been encouraging.



Welded aluminium construction is lighter than steel and is well suited to the construction of carriage launched lifeboats, where steel is too heavy and abrasion problems make GRP unsuitable

ity of building Mersey class hulls in FRC, as an alternative to aluminium.

With advice from SPS of Cowes, specialists in the use of FRC, a prototype boat was designed within the RNLI and built by Greens Marine of Lymington. This vessel has behaved very well in preliminary sea trials, and when fully fitted out will still be slightly lighter than the aluminium boats now in service.

One of the snags with GRP hulls based on polyester resins is their indifferent resistance to abrasion; scuffing on sand and shingle can grind away the surface layer of plastic to expose the raw glass fibres and allow moisture to enter. This was one of the reasons for choosing aluminium in preference to GRP for the new carriage boat.

The new FRC materials based on epoxy resins were claimed to be superior to GRP in their resistance to abrasion, so to put this to the test the prototype FRC Mersey, ON 1148, was dragged along the sand and shingle beach at Dungeness without skids to see how the material would respond.

After a tow of more than *one mile* the bottom was found to be hardly affected, the fibre reinforcement being marginally exposed at one point only. This brutal treatment, representing a full life-time's beach exposure for a carriage boat, would have been utterly destructive if applied to a timber hull, and would have severely damaged the surface protective coatings of a metal hull.

Construction in FRC is attractive to the Institution for reasons other than strength. Fast boats are needed urgently to replace the ageing fleet of eight-knot carriage lifeboats, but the construction of aluminium boats is limited by the number of boatyards willing and able to build in this material to RNLI standards. If a parallel programme could be set in hand to build in the new material the overall rate of production could be speeded up.

Production line building

One possibility being studied is the setting up of an organisation in which a central builder undertakes the production of a considerable number of boats, subcontracting parts of the work to other builders – deckhouses to one, bulkheads to another and so on – for final assembly in the master yard. Such an arrangement would represent a radical innovation in the Institution's building methods.

A necessary concomitant of building in FRC on this scale will be a tight system of quality control. As already indicated, the strength and weight of a GRP structure depends closely upon the supervision and control exercised during the laying-up process, and this is true to an enhanced degree with the newer materials.

To exercise adequate quality control in the building of FRC hulls the Institution may have to call upon the aid of specialist concerns with the requisite expertise in polymer chemistry.

The building process used for the prototype boat, and contemplated for the follow-on FRC Merseys, involved a sandwich-type structure. The main hull consists of inner and outer skins of Kevlar- and glass-

Naming and dedication

Ceremonies

reinforced epoxy, separated by a layer of PVC foam.

This produces a very strong, stiff structure, which does not need support from intermediate frames between bulkheads. The smooth, unobstructed interior greatly simplifies fitting-out, and the built-in buoyancy of the foam ensures that the boat will not sink even when every compartment is open to the sea. The foam serves two roles, as a structural member and as the equivalent of the old 'bar-ricoes', or buoyancy boxes, used in the early lifeboats.

In building an FRC hull the Kevlar and R-glass are used in the form of woven cloth, the warp and woof being oriented in a controlled manner to handle the stresses predicted by the designers. No chopped strand mat is used.

The outer skin is first laid up in a female mould and the cloth and resin consolidated by using vacuum bags – large bags which surround the entire laminate and from which the air is partially evacuated so that the bag is sucked tight against the material. Heat is applied by electric elements to cure, or harden, the resin.

When the outer skin is complete the foam core is fitted, followed by the inner skin of fibre and resin. This generally resembles the outer skin, but the resin is one which cures at room temperature to avoid exposing the foam core to heat.

The process is one of some complexity, and building in FRC demands standards of cleanliness and temperature control far removed from the sometimes draughty and dusty conditions of the average boatyard. This argues for concentration of the manufacturing process into a small number of specialist establishments, with the rate of building kept up by a rapid throughput of hulls.

The Institution has in the past tried to spread the lifeboat building programme over a number of yards around the coast, to maintain competition and to keep the industry familiar with RNLI methods and standards, and will only abandon this for the 'production line' approach after the closest consideration. Once the boats are in service and become due for survey it should be possible to place the repair and maintenance work in the usual way.

The Future

What of the future? Aluminium is now well established, and we shall have a number of aluminium Merseys. Whether we are to have FRC Merseys as well will depend upon investigations now in progress, but the signs are promising. Meanwhile, studies have begun in the RNLI design office into a new Fast Afloat Boat to succeed the Arun class in a few years' time.

If FRC fulfils its early promise the new FAB may well be built in FRC. If not, we have aluminium to fall back on, or – at some cost in speed – steel.

But of one thing we can be sure, the hull will not be of wood.



Relief fleet

D class

A new D class lifeboat provided by the patrons of the Fox & Hounds public house in Surbiton was handed over to the RNLI in Poole on 4 February 1989.

Some of the patrons were present when Mr Vic Choules, representing the donors, handed the lifeboat into the care of the RNLI. She was accepted by Mr Anthony Oliver, head of fund raising, for use in the relief fleet.

The Reverend Stanley Holbrooke-Jones, MA DipTH, Rector of St James' Church, Poole, conducted a service of dedication.

(Photo left) Vic Choules (right) hands over the D class lifeboat to Mr Anthony Oliver (left) head of the RNLI's fund raising

Holyhead – D class

Holyhead's new D class lifeboat, funded from the proceeds of the Stamp Appeal, was dedicated at the station on Sunday 18 September 1988.

Mr G.M. Burnell, station honorary secretary, welcomed the guests at the ceremony, which included members of the branch committee, Ladies' Guild, crew members and members of the public.

The service of dedication was conducted by the Rector of Holyhead, the Reverend James Ashley Roberts.

The Stamp Appeal, organised by Mr and Mrs Smale, has been running for more than 20 years.

Relief fleet – D class

The third D class lifeboat to be funded by the Association of Ex-Tablers' Clubs (41 Club) was officially handed over and dedicated at the RNLI depot in Poole on 21 January 1989.

Representatives from 41 Clubs throughout the country were present at the ceremony when Mr Anthony Oliver, head of fund raising, opened the proceedings.

Mr Solly Seaton, national president of 41 Clubs, then handed over the lifeboat to Mr Oliver who accepted it on behalf of the RNLI for use in the relief fleet.

Mr Richard Perks, staff officer, described the lifeboat and her future role which was followed by a service of dedication, led by the Reverend Stanley Holbrooke-Jones, MA DipTH, Rector of St James' Church, Poole.



Mrs Frances Seaton names the new relief fleet D class inflatable 41 Club III at a ceremony in the RNLI's Poole depot. The lifeboat was funded by the Association of Ex-Tablers Clubs.



Membership News

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

Happy Anniversary

The RNLI membership scheme celebrated its 20th anniversary on 2 January 1989 with a membership of 135,401. By 5 March, just two months later, this had increased by more than 4,000 to some 139,726, which is very good news indeed and a very encouraging start to our 21st year.

Re-member Campaign 1989

With your help the 1989 Re-member campaign will continue the welcome upward trend in membership, and we are grateful to those who have already helped to recruit the 132 new members – with a resulting subscription income of £1,536 – who have joined as a result of the campaign.

Throughout this year members will receive with their renewal advice a letter from the director incorporating one of the special coupons for completion by a friend – or perhaps you might like to give a year's membership as a gift for that special occasion or anniversary.

The current 'membership lifeboat', *RNLB Shoreline*, is a 37ft 6in Rother class, built ten years ago and currently stationed at Arbroath.



RNLB Shoreline, the 37ft 6in Rother class lifeboat provided by a Shoreline appeal in 1979. (Photo courtesy J. A. Ogilvie, RNLI Arbroath)

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

Royal National
Lifeboat
Institution

Name _____

Address _____

Postcode _____

R3/89



**STORM
FORCE
CORNER**

For the first time, a Storm Force member will be a VIP guest at the Annual Presentation of Awards ceremony at the Royal Festival Hall, London, in May.

A painting competition in the March issue of Storm Force News has, as first prize, a day in London on Tuesday 16 May, for the overall winner and his or her parents or guardian. They will be able to attend the Annual Presentation of Awards ceremony and meet the lifeboat medallists. British Rail is generously sponsoring the travel costs.

The paintings have to depict one of the medal rescues and should result in some interesting entries. Storm Force has a growing membership of over 8,000 boys and girls.

Why not take the opportunity to enrol a young son, daughter, niece, nephew or grandchild in Storm Force by using the insert in this edition of the journal.



An Atlantic 21, drawn by 13-year-old Giles Drayton

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

40 years ago

From the pages of THE LIFEBOAT, April 1949 issue

As the last of the sailing life-boats was replaced by a motor life-boat on the 12th of December, 1948, the term motor life-boat will no longer be used. "Life-boat" will mean "motor life-boat"

The one boat remaining which has not a motor, the second boat at Whitby, used only in the harbour entrance, will be called "the harbour pulling life-boat."

At half-past eight in the morning of Sunday, the 12th of December, 1948, a new motor life-boat, the *St Albans*, arrived at New Quay, Cardigan after one of the stormiest passages which a lifeboat has ever had from the building yard to her station. She replaced the last of the pulling and sailing life-boats in the Institution's fleet.

The *St Albans* is a Liverpool boat, 35 feet 6 inches long, with a beam of 10 feet 8 inches, and is driven by a two 18-h.p. engines. She carries a crew of eight, and with gear and crew on board weighs 8 tons 5 hundred-weight. She is a gift to the Institution from the people of *St. Albans*.

The last sailing life-boat, which that day came to the end of her service, was the *William Cantrell Ashley*. She was a Liverpool boat, 35 feet long with 10 feet beam. She was rigged with jib, fore lug and mizzen and had twelve oars...

When the *St Albans* arrived at New Quay the *William Cantrell Ashley* sailed out to meet her and the two boats were filmed by the B.B.C.'s television unit. They were the first life-boats to be televised...

On the evening of the day after the *St Albans* arrived at New Quay, the secretary of the Institution, Colonel A.D. Burnett Brown, M.C., T.D., M.A., broadcast a farewell to the sailing life-boats in a news talk in the Home Service programme of the B.B.C.

"For over a century the old pulling and sailing life-boats have braved the worst of the weather round our coasts...

"In those old life-boats there was not only danger and exposure, but often terrible toil. Once in the open sea they could set their sails, but to drive them through the surf, and again at the most dangerous moment of their task, when they came alongside the wreck, their crews had only the strength of their own bodies at the oars.

"From that toil the engines of the motor life-boats have freed the crews. But do not think that the dangers are less. The motor life-boats can travel further. They can come sooner to the rescue. They can manoeuvre much more swiftly when they approach the wreck. But they can take bigger risks. And they do take them...

"So the work goes on, with a greater hope of rescuing life. But the dangers remain."

Col Burnett Brown's words still ring true today, at a time when the Institution is working to station a new generation of fast lifeboats around the coast. Their advantages over the older boats could be said to be similar to those of the motor lifeboats over the sailing lifeboats - 'But they can take bigger risks. And they do take them... the dangers remain'.

Today's Lifeboatmen



Coxswain David Clemence of Ilfracombe (South West Division) joined the lifeboat crew in 1954 and was second coxswain for three months in 1972 before being appointed coxswain in the same year.

In 1981 he was awarded a framed letter of appreciation signed by the chairman, the Duke of Atholl, for his leadership and tenacity when the lifeboat was launched under very difficult conditions and searched very close to a lee shore for a young man and a boy who had jumped overboard from the yacht *Springtide*.

In 1984 he was awarded a bronze medal in recognition of his courage, leadership and seamanship when the lifeboat rescued a crew member, landed a body and saved the yacht *Liberty* which was dragging her anchor and being swept towards rocks in a north westerly gale and a very rough sea.

David, who is married and has three children, is a fisherman.

Facts and figures

Provisional statistics as at 15 February 1989, show that during 1988:

The RNLI's lifeboats were launched 4,197 times (an average of more than 11 launches a day)

More than 1,338 lives were saved (an average of 3.7 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 56 per cent of all services were to pleasure craft
There are 263 lifeboats on station, with a further 104 in the relief fleet

117,879 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

Ways and Means

Two fundraisers explain how they coaxed some extra pounds into the Institution's funds

A new meaning to 'collecting'

It all started in a very small way, in fact it almost didn't start at all.

In the summer of 1987 I wrote to a well known TV personality, who has connections with Peel, asking him if he would be willing to donate one of his books to the Peel Ladies' Guild as a raffle prize. I waited and waited – and I am still waiting!

Needless to say I do not watch that 'well known' personality anymore.

Later that year 'Poldark' was enjoying a re-run on the television and its star, Robin Ellis, was interviewed on several programmes. Robin had written a book called 'The Making of Poldark' and I wondered what would happen if I wrote to him asking for an autographed copy, would he reply or would he ignore my plea?

I wrote to Robin care of the BBC and couldn't even be sure if he would get my letter. But after about six weeks I received a very nice letter and book from Robin, who was only too happy to help 'the cause' as he put it.

Catherine Cookson has long been a favourite authoress of mine and so early this year I wrote to ask her if she would be willing to donate an autographed copy of her autobiography 'Our Kate'. Catherine wrote back to say that she had no copies at that time, but as soon as she had some she would send a copy. In the meantime she enclosed a cheque for the Guild funds.

Sir Ranulph Fennes came next. I received a letter from him just before he left for the North Pole and I watched his progress, or lack of it, with much interest – and must confess that when he returned to base I knew I would get the book sooner than I thought.

So by late spring I had received three autographed books, but little thought that by the end of the summer I would be almost a compulsive letter writer for the lifeboat!

I also wrote to several china makers – Doulton and Aynsley to name but two – and they were only too happy to help. Both Lilliput Lane and Christopher Holt sent me model houses.

Not everyone replied to my letters, so as we get many Irish boats calling into Peel I wrote to several companies in Ireland.

Auctioned

I received only one donation, from Owen Craft, who sent me one of his beautiful handmade Irish dolls, who else but Molly Malone!

Amongst the more unusual items donated were a crystal growing kit and a sand picture. St Aiden's Winery sent me two bottles of Lindisfarne Mead, while my own favourite item was a handmade and hand-painted model Bradford Flat Cart.

As all the Peel Guild knew that I wanted this, they all refused to bid against me when everything was finally auctioned or raffled. There was a big cheer as my husband made the final bid!

By late autumn, when the night of the Wine and Savoury came round and the auction was held, I had been sent 37 items, which by that time included a copy of the Jackie Collins book 'Rock Star' from Hollywood, three records donated by Rick Wakeman, who now lives in the Isle of Man, and a cassette by the Spinners.

The auctioned raised £367, and the whole evening raised over £1,100 for the lifeboat.

A crystal bowl given by Edinburgh Crystal came too late to be included – but I already have a hit list ready for this year and have three new donations so far.

Through the pages of THE LIFEBOAT I would like to thank everyone who answered my pleas for donations. Thank you all for your support.

Verity Gorry
Peel Ladies Guild

Turning turf into money

If your branch has a *small* racecourse in its territory it can be a money spinner. I say small because our branch also has a large course within its boundaries, but as a fund raising area it is dead loss. Big courses all have national charity days, and do not seem to want to know their local charities.

On the other hand small racecourses such as our Fontwell, and there are many other similar courses throughout the country, are supported by the locals who enjoy their racing and are only too pleased to help their local charities.

This is how it works. First approach a local firm – preferably one whose chairman or at least one of the directors, owns a boat or a horse! Persuade him that instead of just giving the RNLI, say, £500, he increases the prize money of a race at the local meeting by a similar amount. Explain that the race will be called 'Joe Blogg Engineering RNLI Handicap Chase' and that his name will be in all the national newspapers and betting offices. It will also be 'plugged' at the race meeting and probably in the local papers. All for £500 set against his advertising budget. He will also receive complimentary tickets for the race meeting.

What does the RNLI get out of it, you may ask? The answer is that the RNLI is given all the 'forfeits' of the race. Do not ask me to explain this but contact your local racing fanatic who will blind you with science on the

subject.

Suffice to say that for the last three years this has amounted to between £600 and £750 for our branch. In addition we have been allowed to collect in the car park and entrances.

A word of warning, do not collect on the course itself, as this is strictly forbidden. Also, being private property, raffles or whatever can be held with the Clerk of the Course's permission.

Our experience is that selling Christmas cards and souvenirs is not good news as racegoers are only interested in making money!

This year we raffled a bottle of champagne and whisky (named brands) for which only 25 tickets were sold for each bottle – in racing terms a 25 to 1 chance for a £1 ticket. The draw for each bottle is made as soon as 25 tickets are sold.

Luckily the first bottle was won by the leading local bookmaker and the word soon got round with the result that we raffled 17 bottles, with a net profit of £15 per bottle.

This most enjoyable afternoon resulted in over £1,700 being added to our funds. Not bad for an initial outlay of £500 from our sponsor.

Major P. M. Longmore

Chichester Branch

From November 1988 the method of 'forfeit' was changed by the Jockey Club, and further negotiations may be necessary.

£ The Fund Raisers

Graceful performance



The school choir and other pupils who were following an Expressive and Performing Arts Course at the Duchess's High School in Alnwick performed 'The Legend of Grace Darling' last year in aid of the Grace Darling Appeal.

Her Grace the Duchess of Northumberland was present, together with crew members of North Sunderland lifeboat station and Calum MacPherson, one of the keepers of the Longstone Lighthouse.

A grand draw was held and a cheque for £1,017.52 was presented by the pupils to Mr Derek Calderwood, vice chairman of the Appeal and honorary curator of the Grace Darling Museum.

Pictured are (from left to right) Archibald Dawson (tractor driver at North Sunderland), John Hanvey, Ian Dawson, Ian Fisher (crew members), Her Grace the Duchess of Northumberland, Alan Hogg (mechanic), Dougie Douglas (coxswain), Calum MacPherson (lighthouse keeper) and Bob Reay (secretary, North Sunderland Lifeboatmen's Committee).

(Photo courtesy Northumberland Gazette)

North West passage

Captain Patrick Roberts undertook a sponsored windsurf from Kirkcudbright, Scotland, to Ramsey on the Isle of Man.

The sail started at 1pm in light winds and sunshine, but the wind soon died completely. The support team accompanying Captain Roberts in a powerful motor cruiser were concerned that he would not make the 6.30pm tide at Ramsey, but their fears proved needless as the wind increased to a steady Force 3 from the north west and a safe landing was made.

Captain Roberts has so far raised nearly £950 for the RNLI and local hospitals.

Chilly Dip

Members of Rock Pool swimming club in Newcastle, County Down, raised £1,565 for Newcastle Branch by holding a sponsored 'dip' on Christmas Day 1988.

During their icy dip in the Irish Sea the swimmers were encouraged by Christmas carols relayed over loud speakers by members of the branch.

A welcome bowl of soup helped to revive them after their fine fund raising effort.

Cheers!

A cheque for £3,500 was presented to the RNLI in Warrington recently, representing money raised by members of the British Beermat Collectors Society at their 28th annual meeting.

The money was raised by an auction of older and rarer beer mats and at stalls selling what members call 'breweryana' — sales promotion material such as bar towels and mirrors.

At the two-day meeting, nearly 250 tegetologists from all over Britain and Europe gathered to view and swap material.

Flying Frenchman

While most of us were tucking into turkey and plum pudding on Christmas Day, Christian Kolich was running a marathon to raise funds for the Whittlesey branch. Christian, the landlord of the 'Three Horseshoes' in Turves, started from 'The Haycock' in Wansford at 0645 and ran 26 miles to his own pub in Turves, arriving just before midday.

It was his first marathon, and Christian raised a staggering £3,000 in sponsorship.

Congratulations!

The Grace Darling Anniversary Appeal (North East) ended with £96,607.86 being presented to the RNLI's director, Lt Cdr Brian Miles, by the chairman of the Appeal Committee, Mr Bill Weeks.

This amount, subsequently increased to £97,029, was the result of many efforts, including those organised by local people, schools, Women's Institutes and donations from thousands of people in the north east. The appeal was to raise funds for a new lifeboat to be stationed at North Sunderland, to be called *Grace Darling* in commemoration of the 150th anniversary of the rescue.

The final total for the national appeal is approximately £145,000.

Yettie support!

The Yetties, one of England's most popular folk groups, are long standing supporters of the RNLI.

The group offers its services free to charity and last year was the star at a Summer Evening on Round Island, Poole, organised by the Sandbourne Lifeboat Committee which raised approximately £5,800.

For the last 16 years the Yetties have supported Lifeboat Week at Lyme Regis, helping to raise many thousands of pounds, and their attendance at an Elizabethan Banquet organised by Lyme Regis Ladies' Guild helped raise £1,250.

Two years ago The Yetties were presented with an RNLI shield in appreciation of their support of the lifeboat service.

Share of the proceeds

The enterprising Harpenden branch won a share of 'The Times' newspaper's Portfolio £8,000 weekly prize. Members of the branch accumulated 69 cards from newspaper scrap collections and received £727.27.

Mr Patrick Wood, branch chairman, said the win was an efficient way of boosting funds. It was their first win and a great boost to lifeboat funds.

Sponsored snorkel

The fifth annual Bournemouth Bay sponsored snorkel, organised by Hurn Sub-Aqua Club, raised £920 for the Institution.

Since 1984 the Club has presented more than £3,000 to the Wimborne branch, but in 1988 it decided to benefit one of the local stations directly. Swanage was chosen as being most involved with divers in the area and a cheque was presented to Vic Marsh, coxswain of Swanage lifeboat.

New funds for New Brighton

Mr D.M. Rayner, headmaster of Scarisbrick Hall School, Ormskirk, accompanied by some of his young pupils, presented a cheque for £1,725 to the chairman of the New Brighton lifeboat station, Mr E.S. Lowe.

The money, raised by the children and staff, is going towards the building of a new boathouse for the station's Atlantic 21. An appeal has been established to raise £75,000 for the new boathouse which will replace the old prefabricated building. Merseyside Development Corporation have also donated £7,500.

Antique lunch

The 23rd annual luncheon of the Leicester Ladies' Guild was held at the Grand Hotel in Leicester. The guest speaker was Mr Tony Harrison and his topic was 'Antique Collecting - a Collector's Personal Experiences'. Mr Harrison brought pieces of antique porcelain, silver and pictures to show to the 220 guests at the luncheon.

Mr Harrison is a regular lecturer on the QE2 and the P&O Lines. His talk proved to be most popular and entertaining and the luncheon raised £677 for the guild.

Meadow marathon

Hearty skippers and crews braved stormy weather to raise money for the lifeboat service in a mammoth sponsored sailing event.

Despite wet weather about 100 people from clubs around the Midlands turned up for the 24-hour sponsored sail organised by the Mid-Warwickshire Sailing Club and held on Welsh's Meadow Reservoir.

The event raised £820 and the club, which organises the sponsored sails for Leamington Branch, have raised a grand total of £4,123.69 since 1983.

Fin and dandy!

Seventeen members of the Duchy Divers, Truro, took part in a sponsored 'fin' from Devoran Quay to 'The Pandora Inn' and raised £384 for the RNLI.

Roger Hough, landlord of the inn, together with his wife Helen, organised other fun events and made the cheque up to £1,000. Roger is a former crew member of the Penlee lifeboat.

Xtra help for Penarth



A newly opened branch of Halifax Estate Agency in Penarth pledged £10 to Penarth lifeboat station for each of the first 25 houses placed with the office on a sole agency.

Manageress Estelle Pemberton is pictured at Penarth lifeboat station with the station honorary secretary, Captain Graham Sommerfield, Mrs Margaret Hardcastle, Mr Norman Bromley and Halifax staff Ann McMillan and Brenda Campbell, with members of the lifeboat crew in the background.
(Photo courtesy Penarth Times)

Polruan is helped by Cornwall's rustling palms

'Headland', a cliff garden in Polruan, Cornwall, is open every Thursday afternoon in June, July, August and September in aid of the RNLI, and last year nearly £1,000 was handed over to Polruan Branch by the owner, Mr John Hill.

The one-and-a-quarter acre garden, rising from sea level to over 100ft, gives marvellous views along the south Cornwall coast, with a glimpse of the Lizard on a clear day.

Plants and trees must be able to withstand salt-laden gales but the south facing path is lined with sub-tropical plants and palm trees rustle in the breeze - well worth the 50p entrance fee!

In brief

THE CREW of the Irish sea yacht *Stargazer* organised an RNLI film show, disco and buffet for **Knutsford and District** branch and raised an impressive £348 for branch funds. Many of the crew were from Knutsford and the evening was a great success.

A GREAT start to the New Year was made by **Hitchin and District** branch, with £1,000 being donated to lifeboat funds. Among the fund raising events was a 'Punch, Pies and Carols' evening held in the Tithe Barn at Great Offley House, by kind permission of Mr and Mrs John Perkins, which raised £430. The Hitchin Thursday Whist Club donated £32, representing the proceeds from raffles held at its meetings and Mrs Beryl Church donated £227, the result of selling Christmas cards, calendars and other souvenirs in her shop.

MEMBERS of **Biddenden, Headcorn and District** branch have received their biggest single donation ever - a cheque for £3,500 - raised at Headcorn Horse Show last summer. Since its inception in December 1985 the branch has raised £18,805.

A CHRISTMAS bazaar organised by **Bearsted and Thurnham** branch raised a total of £298.32. One of many loyal supporters who gave their time and talents was Mrs Gladys Church who worked throughout the year knitting scarecrow families and raised £60 selling them. This was the third such bazaar held in Weaving Village Hall and the total donated is now just over £1,000.

JUST BEFORE Christmas last year a party of 30 scouts and parents of the **Bushey and Oxhey** Scout District went carol singing in Trafalgar Square, London, to raise money for the RNLI. In just one hour they raised a magnificent £180.89.

Good old-fashioned fundraising!



Members of the Ramsgate Ladies' Guild are shown manning a souvenir stall at a Victorian Fête in Ramsgate, which resulted in £407.80 being raised for lifeboat funds.

All Wight on the night

Warwick baker Bruce Symes and his fellow Warwick Sailing Club member, policeman Mike Baumber, circumnavigated the Isle of Wight in Mike's Skipper dinghy last summer, and raised £540 for lifeboat funds.

'We thought a sail around the island would be something of a challenge,' said Mike. 'As it worked out it was really most enjoyable. After two hours in thick fog we made the Needles from Keyhaven, then the sun came out and the breeze gradually died away! We sailed and rowed and made Castle Haven for a meal and short sleep.'

'The hot, clear weather kept the wind away and a short tow was accepted on Sunday afternoon to get us to Bembridge in time to catch the tide up Spithead. Sunday night was spent on the beach in Fishborne.'

'Monday was better sailing and good progress was made back to Keyhaven, tired but happy!'

A cheque was handed over by Mike and Bruce to the Warwick Ladies' Guild in support of their D class lifeboat appeal.

Rallying round

A combined effort by the Midland Rover Owners Club and Ledbury Ladies' Guild at a Special Caravan Rally and Competitive Safari at Leys Farm, Ledbury, raised £459.20 for lifeboat funds.

Ladies from the guild ran a souvenir stall and drivers in the Safari event gave spectators a ride around the course at £1 a lap.

The cheque was presented to Peter Williams, area organiser for Wales, by Major Hervey-Bathurst OBE, president of the MROC, and Mr Peter Oakden, chairman.

Cleric Aid



Rabbi Jonathan Romain (centre right) and other ministers get ready for their sponsored joking session.

An evening of religious humour proved highly entertaining and also raised £2,000 for the RNLI.

The event was organised by Rabbi Jonathan Romain of Maidenhead Synagogue (front centre), who spent an evening telling religious jokes, along with local Anglican and Catholic ministers. They were

sponsored for each joke told, and managed to cram in 300. A sample joke runs:

'Father, I can't help thinking how beautiful I am. Is that a sin? No, my child, a mistake'.

A previous fund raising event for the RNLI by the Rabbi had been a sponsored non-sermon.

Penguins reach great heights



(Photo courtesy RAF Mount Pleasant)

A sunflower growing competition in the Falkland Islands last year by the PSA Flying Penguin Club raised a total of £980. Pictured (right) is the winner Mrs Caroline Miazza with Lady Fieldhouse.

The club is now organising a Great Pump-

kin Growing Competition, and 25 young seedlings were sold at £1 each to various units around the camp. It is up to the individual unit to nurture its plant to produce the biggest pumpkin! The pumpkins are sponsored per pound weight.

All a board



Mr Richard Iddon, chairman of the Southport Boardsailing Association, is pictured preparing to take a turn on the Marine Lake, wearing borrowed lifeboatman's gear, during the British Windsurfing marathon 12-hour race held last August.

A cheque for £1,807.79 was later presented to Southport branch, in addition to £1,000 raised during a similar event the previous year.

The Ramsgate connection

Mrs Nellie Verrion of Eynsford, Kent, celebrated her 82nd birthday by presenting a cheque for £100 and three crocheted knee rugs to Ron Cannon, coxswain of Ramsgate lifeboat. The money was mostly raised by the sale of the handmade rugs.

Mrs Verrion's interest in Ramsgate lifeboat stems from the fact that she was born there, and that her husband Charles' grandfather was Charles Verrion, a crew member of the lifeboat *Bradford* which was involved in the rescue of the *Indian Chief* in 1881, for which he received a silver medal.

When talking to Ron Cannon Mrs Verrion discovered that she was born in the same road as Ron, and her husband in the same road as Mr Cannon Senior who, until his retirement was also a member of the Ramsgate lifeboat crew.

In brief

FOR THE second year running **Shotton Sailing Club** has handed over a substantial amount of money to the RNLI from a sponsored Charity Endurance Race. They raised £687.27, even more than 1987's £518.

AT THEIR ANNUAL Bridge Afternoon, **Bournemouth Ladies'** guild raised the sum of £736. Added to this was a donation of £1,000 which the Guild receive at this event every year.

A £10 PRIZE donated by the **Park Inn, Dover** was won by the Dover lifeboat crew and supporters when they played the local branch of the Royal Naval Association at crib, shove ha'penny, uckers, pool, darts and carpet bowls. They also shared the £50 profit from the RNA raffle during a fiercely contested but often hilarious variety of games.

LOCAL SPORTS clubs were invited to hold fund raising events by **Backwell and Flax Bourton** branch, and the local skittles league, all 56 teams of the Wrington Vale, held a lifeboat evening in 28 pubs and clubs which resulted in a total of £512.92 being collected.

THE **Sandwich Orkney Ladies'** guild held their annual opening last June in the garden at Kinfield, the house of Captain Patrick Scott, and raised over £1,000.

STAUNCHLY supported by local people through its normal fund raising activities, **Iminster** branch has raised £43,225 in the last four years. A third of the branch income is raised by the Lifeboat Thrift Shop, which is open one afternoon and one morning a week in a church hall, selling nearly new clothing, bric-a-brac and souvenirs.

Banking on their support



In March 1987 Barclays Bank in Loughton opened for business on Saturday mornings, and to mark the event – and the tenth anniversary of Loughton Branch – a cheque for £100 was presented to the branch.

In late 1988 arrangements were made for another donation to the branch by Barclays, this time for £300, and as it is traditional for Barclays' staff to wear fancy dress on the last working day before Christmas, and everyone is in party mood, it seemed appropriate to make the presentation after closing time.

All of which explains why, at 1535 on 23 December, a large crowd of passers-by stared with disbelief through the plate glass windows of the bank at what could have been a pantomime or fancy dress party.

The presentation was made by Ken Jones, the bank's branch manager and the oilskin clad figures are Julian Pye (kneeling), Mike Evans, (bearded), honorary secretary of the branch, Bernard Barrett and Percy Gibbs, all Loughton branch members, watched by the bank's staff.

Opening the sluices!

Locals and holidaymakers flocked to Snettisham water-mill for a special open day in aid of the Hunstanton Ladies' Guild. This is the fourth year that Mr and Mrs Nott, have thrown open their water-mill and grounds for the benefit of the RNLI, and the guild is now £270 the richer.

Visitors were first guided through the small museum and the old mill, which is probably one of the oldest working water-mills in existence.

Guild members had each been delegated to make a batch of scones, and these were served with tea or cold drinks donated by Mr and Mrs Nott.

There was hardly a pause on the stall selling RNLI souvenirs and the raffle ticket sellers were also kept busy.

The shirt off his back!

A Manchester United football shirt, autographed by the team, was donated by John Farley of Cawsand to Sean Patterson of 'The Devonport Inn', Kingsand, Cornwall, on the understanding that any money raised from it should go to the RNLI.

On hearing of this Peter Blagdon of Cawsand immediately offered to buy the shirt for £100, which was donated to the newly formed Rame Peninsula branch.

Publicans fleeced

Geoff and Anne Atkinson, publicans of 'The Fleece Inn', Holme, Holfrith, have raised an amazing £3,125 for the RNLI. Part of the fund raising involved the Cross Scotland Dinghy Marathon which ended at the Glasgow Garden Festival last summer.

Geoff presented the cheque to Assistant Chief Constable A. McKenzie, vice chairman of the executive committee of the Scottish Lifeboat Council.

Get out of that

As part of RAF Carlisle's 50th Anniversary celebrations a competition along the lines of the popular TV series 'Now get out of That' was organised by Flt Lts Peter Fitness and Dale Moody.

A weekend last summer saw twelve teams of four, from various public service organisations and RAF Carlisle, undertaking an arduous competition which consisted of twelve exercises over a 50km course.

The course included water crossings, initiative tests and an overnight stop in a make-shift bivvy with survival rations.

All of the teams completed the course, and raised a total of £1,800 for charity. £900 of the total was donated to the RNLI, who were represented by the winning team of RAF Carlisle officers.

It runs in the family

It was very much a family affair when three members of the St Ives (Huntingdonshire) branch took to the road to raise money for the RNLI.

Sarah Boorman (19) and her father Laurie (48) completed the 13.2 miles of the half marathon, and mother Mary (51) the 4.5 mile Fun Run starting and finishing at Huntingdon Racecourse. Their efforts were rewarded with a total of £240 for lifeboat funds.

To the rescue

In a bizarre twist of fortunes the ambulance crews based at Bromley recently came to the 'rescue' of the RNLI.

Lewisham branch member, Mike Baldwin, had arranged for a special Race Night charity evening to be held on Bromley Common, but with less than ten days to go calamity struck – Mike was rushed to hospital for major surgery. The whole evening was in jeopardy, but the ambulance crew who took Mike to hospital rang Freddy Swain, the honorary secretary, to say they and their colleagues would help organise the event.

Together, both parties laid out the hall, prepared the refreshments and made sure the evening was a success, raising more than £300.

Mr Swain said he was overwhelmed by the response of the ambulance crews, 'without them we would have been in trouble,' he said.

Mike is now out of hospital and making a good recovery.

Marathon effort

The Cispotel Lifeboat Fund is the Institution's biggest single supporter and is well on the way to funding its 41st lifeboat.

Since 1984 an annual half marathon has been organised, and last year's – which took place in Windsor Great Park – was officially started by Sir Robin Butler, Head of the Civil Service.

For the first time a Junior Fun Run also took place and this was won by brother and sister Graham and Louise Reidy.

The winner of the half marathon was Glen Whellams of HM Customs and Excise, with Jim Bell and Martin Beagley in second and third places. The first lady home was Alison Toplin of the Ministry of Defence.

More than £100,000 has been raised for the fund by these marathons, with last year's figure of approximately £15,000 still to be added.

Making a mint

A member of Cabot Cruising Club, garage proprietor Mr Alex Jakeways, kindly donated a mint collection of miniature cars and vintage vehicle models, together with a display garage that had been part of a BP promotion, for a club raffle.

Sales of the raffle tickets reached £100 and Mrs Doreen Powles was delighted to win the prize just in time for a grandson's Christmas present!

The Club, a staunch supporter of the lifeboat service, donated the money raised to RNLI funds.

Drink and be... generous!



Each year customers of 'The Olde Coffee House' and the 'Star and Garter' public houses in London's Soho have organised 'Drunk-Aid', a gentle stroll around 20 pubs in the area in the space of four hours.

In 1988, motivated by Mr Michael Hills (pictured above) who has been emptying RNLI collecting boxes in Soho for the last 12 years, these cheerful fund raisers agreed to donate the proceeds to the lifeboat service. An enjoyable evening was had by all, and more than £3,000 was raised.

Kenny has a ball at Ilkley...



A Kenny Ball Jazz Concert organised by Ilkley branch in aid of the Grace Darling Appeal was a sell-out, and raised almost £3,000 in conjunction with a Yorkshire Post appeal linked to the event. Although Kenny Ball has played at other venues in Yorkshire, this was his first appearance in Ilkley.

Pictured are (from left to right) John Cumberland (treasurer of Ilkley branch), Daphne Pollicott (secretary), Kenny Ball, Susan Houlston (vice-chairman) and Brian Burton (chairman).

(Photo courtesy Jack Hickes Photographers, Leeds)

On the air

The Lima Delta CB radio group organised a 'Dry Land Regatta', and a weekly CB Auction was conducted on the air by club chairman, John Timmis.

The events raised £545.98, and a cheque for this amount was presented to Richard Polden, deputy regional organiser for Wales.

Record breaker?

A single collecting box recently opened by the Great Yarmouth & Gorleston Branch from the oil rig *Mr Mack* contained an amazing £863.16.

Hayling from Clapham

A three-and-a-half month fund raising campaign by 'The Falcon' public house, Clapham, resulted in Chris and Kathy Kelly presenting a cheque for £1,300 to Nigel Roper, crew member of Hayling Island lifeboat and Kathy Hubbard, South London area organiser.

Football tickets, country and western nights, in-house entertainment and a sponsored cycle race challenge helped raise this magnificent amount.

In appreciation of his attendance at the presentation Nigel Roper was handed a cheque for £100, to help with the renovation of the Hayling Island boat house.

Several members of the Clapham, Battersea and Wandsworth Branch were present and Chris and Kelly were duly thanked for their wonderful fund raising efforts on behalf of the RNLI.

£ The Fund Raisers

Continued

Golden anniversary party

Hamilton Ladies' Guild celebrated 50 years of fund raising with a party in Hamilton Town Hall last December.

Guest of honour was Sir Charles McGrigor, Convener of the Scottish Lifeboat Council, who proposed the golden anniversary toast to the guild.

The guild raised £7,600 last year and in the past ten years have handed over more than £70,000 to the Institution.

Beautiful Open Day

The last Sunday in July last year proved a record breaking day for Percy Blunden and his garden at Keepers Cottage, Lindfield. Percy opens his garden every year in aid of the Haywards Heath and Lindfield Branch and on a beautiful sunny day 882 people came to enjoy his very colourful garden — where between five and six thousand bedding plants vie for attention with many tubs of fuchsias and geraniums.

The home-made teas dispensed by Elisabeth Blunden and her band of faithful helpers contributed to the enjoyment and at the end of the day just over £1,000 had been donated to lifeboat funds.

Percy has been awarded an RNLI plaque in appreciation of his fund raising efforts.

Enough for a D class... and much more



Committee members of Warwick Ladies' Lifeboat Guild with, from left to right: Richard Mann (kneeling) regional organiser for Central England; the Lady Mayor of Warwick, Cllr Bridget Savory; Jean Terry, chairman for the appeal; and Bill Leach, area organiser. (Photo courtesy Heart of England Newspapers)

To mark the 21st birthday of the Warwick Ladies' Guild members set out to raise £10,000 to buy and equip a D class inshore lifeboat to be based at Port Talbot. However the total raised was £28,515, so the balance will be used to provide electronic equipment for *Grace Darling*, the new lifeboat to be stationed at North Sunderland.

Pembroke imagination

The annual general meeting of Pembroke Ladies' Guild gave members a chance to review the very successful events of the past 12 months, during which they managed to send £9,000 to RNLI Headquarters, and hand a further £1,000 to Peter Williams, area organiser for Wales, during the evening.

The guild's social activities were quite imaginative — a Sherry and Mince Pie Morning in the officers' mess of HM Mooring and Salvage Depot at Pembroke Dock proved to be a great success in December; a Summer Ball in Pembroke Castle in July, run jointly with the Sail Training Association, was a prestigious event with the band of the Welsh Guards in attendance; and in October a Royal Devonshire Cream Liqueur Tasting Evening at the Cleddau Bridge Hotel was most popular.

Together with house-to-house collections, flag day and collections at Carew market, a most successful year was recorded.

Conoco's appreciation

Over the past few years Conoco (UK) Ltd has been showing its appreciation of the emergency services by making donations at three of its locations, and the RNLI has been one of the beneficiaries.

Last year lifeboat stations at Humber, Mablethorpe and Great Yarmouth each received £1,000 and lifeboat committees in Aberdeen, Peterhead and Lerwick also received £1,000 each.

Moving on

Since taking over 'The Crown', a small country pub in the hamlet of Little Walden, just outside Saffron Walden, Chris Oliver and his wife Jill have, for many years, been enthusiastic supporters of the RNLI through the Saffron Walden and District branch.

A number of events, notably two sponsored Oyster Eat-ins and a celebrity dinner, all staged at 'The Crown' during the past three years, have raised £7,000 for lifeboat funds.

Chris and Jill have announced plans to move to larger premises but will continue to live within the branch area.

In brief

FAR-FROM-THE-SEA Matlock and Bakewell branch raised more than £4,000 last year, with events that included a successful concert by the Derbyshire Police Choir and a stall for one day at Bakewell market. This year's financial year began with a Christmas Sherry and Mincepies morning at the home of the branch chairman, Mrs Street, which raised £640.

ANOTHER GUILD which is also many miles from the coast is **Utttoxeter Ladies'** guild. Various fund raising events included a cookery demonstration, nearly new shop, harvest supper, clay pigeon shoot, holiday raffle, a collection at a racecourse and a Christmas Festive Evening brought in some £7,000, with a sponsored swim by children of Smallwood Manor School raising a further £2,012.

THE **Stockbridge** branch raised £3,874 last year. The main fund raising events were an open afternoon at the Longstock Water Gardens (by kind permission of the John Lewis Partnership) which raised £675 and an enjoyable evening of Parlour Racing at Marsh Court School, which raised £1,686.

A **FASHION** show started **Faringdon** branch's financial year off in a useful manner. With the help of the Royal Military College of Science the show raised £1,250. 1987/88 brought in a total of £7,000 for the branch.

A **WEEK-LONG** exhibition organised by Mrs Z. Richards of the **Birmingham** branch in the Bull Ring Shopping Centre and manned by local guilds and branches in Birmingham, raised £3,080.

A **GAMES** evening organised by **Hastings and St Leonards** Lifeboat Society at the Royal George public house in Hastings raised a magnificent £800.

CAROLS were sung by members of the kitchen staff of Bromwich Catering, Sutton Coldfield, at the Christmas Dinner arranged for British Gas, Hinckley, and a collection raised a very generous £191 for the **Grace Darling Appeal**.

AT THE annual general meeting of the **Anstruther Ladies'** Guild president Mrs Lorna Patterson presented a cheque for £738 to Peter Murray, coxswain of Anstruther lifeboat. The money is to go towards the local lifeboat appeal.

Lifeboat Services

August, September and October 1988

Aberdeen, Aberdeenshire

54ft Arun ON 1050: October 20

Aberdovey, Gwynedd

Atlantic 21: August 2, 27 and 29

Abersoch, Gwynedd

Atlantic 21: August 8, 20, 29, September 3, 12, 17 and 25

Aberystwyth, Dyfed

C class: August 7, 18, 26, 28, September 17, October 22 and 23 (twice)

Aldeburgh, Suffolk

37ft 6in Rother ON 1068: August 18 and October 1

D class: August 14

Alderney, Channel Islands

44ft Waveney ON 1045: August 3, 5, 7 (twice) and 18

Amble, Northumberland

44ft Waveney ON 1004: August 10 (twice) and 12

D class: August 7 (twice) and 10

Angle, Dyfed

47ft Tyne ON 1114: August 19, September 14 and 27

Relief 47ft Tyne ON 1075: October 18 (twice) and 27

Anstruther, Fife

37ft Oakley ON 983: August 6, 8, October 4, 7 and 25

Appledore, North Devon

47ft Tyne ON 1140: August 9, 11, 14, 22, September 16, October 15 and 17

Atlantic 21: August 11, 19, September 9, 16, October 2, 15, 17 and 19

Arbroath, Angus

37ft 6in Rother ON 1054: August 18

D class: August 1, 9, 18 and 31

Arklow, Co Wicklow

44ft Waveney ON 1006: August 8, 14 and October 28

Arran (Lamlash), Buteshire

C class: August 3, 5, 6, 8 (twice), 22, 29, September 3, 13 and October 9

Arranmore, Co Donegal

47ft Tyne ON 1111: August 20, 22 and September 27

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

Atlantic 21: September 25 (twice) and October 23

Ballycotton, Co Cork

52ft Arun ON 1067: August 7, 11 and 31

Baltimore, Co Cork

47ft Tyne ON 1137: September 1

Bangor, Co Down

Atlantic 21: August 5, September 17 (twice) and 19

Barmouth, Gwynedd

37ft 6in Rother ON 1063: September 20

Barra Island, Inverness-shire

52ft Arun ON 1143: September 12 and 25

Barrow, Cumbria

47ft Tyne ON 1117: August 8, September 10, 12, 20 and October 6

D class: October 27

Barry Dock, South Glamorgan

52ft Arun ON 1018: August 12, 16 and September 4

Beaumaris, Gwynedd

46ft 9in Watson ON 921: August 5

Atlantic 21: August 5, 9, 11, October 1 and 19

Bembridge, Isle of Wight

47ft Tyne ON 1126: August 18, 19 (four times), 26, 27 (three times), 28, September 9 and 24

D class: August 3, 27, September 20 and October 9

Blackpool, Lancashire

D class: August 2, 8 (three times), 28 (three times) and October 19 (twice)

Blyth, Northumberland

44ft Waveney ON 1079: August 27, September 4, October 9 and 30

D class: August 17, September 4, October 9 and 23

Borth, Dyfed

D class: August 2, 9 and 11

Bridlington, Humberside

37ft Oakley ON 980: August 4, 25, September 1, 7, October 18 and 27

D class: August 4, 7 (twice), 11, 24, 25, 27, 28 (twice), 29, 31, September 13, 24, October 3, 8, 28 and 29

Brighton, East Sussex

Atlantic 21: August 14, 20, 22, 25, September 11 and 21

Broughty Ferry (Dundee), Angus

52ft Arun ON 1056: August 13, 17 and October 4

D class: August 4, 29, September 1, 4, 18, 26 and October 15

Buckie, Banffshire

Relief 52ft Arun ON 1103: August 7, 11, 12 and September 16

Bude, Cornwall

D class: August 2, 22 and September 7 (three times)

Burnham-on-Crouch, Essex

D class: August 14, 20, 31 and September 11

Burry Port, Dyfed

D class: August 7, September 25 and October 3

Calshot, Hampshire

33ft Brede ON 1104: August 29, September 7, 28 and October 16

Campbeltown, Argyllshire

Relief 52ft Arun ON 1071: August 16, September 5, 6, 26, 30 and October 28

Cardigan, Dyfed

C class: August 10, 17, 28, September 5, 6, 7, 14, 17 and October 15

Clacton-on-Sea, Essex

Atlantic 21: August 14, 17 and 29 (twice)

Clifden, Co Galway

C class: September 4

Clovelly, North Devon

70ft Clyde ON 1030: August 8

Cleethorpes, Humberside

D class: August 12, 14, 15, October 1, 8, 11 (twice) and 28

Conwy, Gwynedd

D class: August 7 and September 7

Courtmacsherry Harbour, Co Down

48ft 6in Solent ON 1011: August 16, September 12 and October 29

Craster, Northumberland

D class: September 11

Criccieth, Gwynedd

C class: August 6, 28, September 4, 9, October 1, 9 and 17

Cromer, Norfolk

47ft Tyne ON 1097: August 4, 20, 29, September 19, 28 and October 1

D class: August 17, 29 and September 4

Donaghadee, Co Down

52ft Arun ON 1107: August 20, 21, September 6, 11, 18, 28, October 13 and 17

Douglas, Isle of Man

46ft 9in Watson ON 929: August 27, 28, 29, September 7 and October 31

Dover, Kent

50ft Thames ON 1031: August 8, 10, 19 (twice), 28, September 1, October 10 and 29
Relief 52ft Arun ON 1081: October 27

Dunbar, East Lothian

Relief 48ft 6in Solent ON 1009: August 31

D class: August 27 and 29

Dungeness, Kent

37ft 6in Rother ON 1048: August 28, September 14 and October 22

Relief 12m Mersey ON 1125: August 29 and September 14

Dun Laoghaire, Co Dublin

44ft Waveney ON 1001: August 14 (three times), 16, 17, 19, 20, September 3 (three times), 4, October 7, 10 and 15 (twice)

D class: August 13, 14 (twice), 19, 20, 27, 28, October 6 and 15

Dunmore East, Co Waterford

Relief 44ft Waveney ON 1005: August 19, 25 (twice) and September 25

Eastbourne, East Sussex

37ft 6in Rother ON 1055: August 4, 7, 17 (twice), 29 (twice), September 3, 12, 14, 21, 28, October 9 and 30

D class: August 8, 9, 16, 17, 21, 29 (twice), September 3, 14, October 2 and 15 (twice)

Exmouth, South Devon

33ft Brede ON 1088: August 13, 15, 18, September 11 and October 15

D class: August 12 (twice), 13 (twice), 15, 21, September 7, 11, 18, 20, 25, October 2 and 20

Eyemouth, Berwickshire

44ft Waveney ON 1026: September 22

Falmouth, Cornwall

52ft Arun ON 1058: August 14 and October 9
Atlantic 21: August 16 and September 19

Filey, North Yorkshire

37ft Oakley ON 966: August 7, September 2, October 18, 28 and 29

D class: August 7, 9, 11, 29, September 18, 23 (twice), 24 and October 10

Flamborough, Humberside

37ft Oakley ON 972: August 17, September 1, 11, 12 and October 28

Fleetwood, Lancashire

44ft Waveney ON 1036: August 25

Relief 44ft Waveney ON 1029: September 14, October 8 and 16

D class: August 7, 28, September 9 and 23

Flint, Clwyd

D class: August 28

Fowey, Cornwall

44ft Waveney ON 1028: August 7, 13, 26 (twice) and October 23

Fraserburgh, Aberdeenshire

47ft Tyne ON 1109: August 13, 24, 30 and October 13

Galway Bay, Co Galway

52ft Arun ON 1118: August 6, 15, 19, 21, 23, September 10, 30, October 4, 11, 12 and 31

Girvan, Ayrshire

33ft Brede ON 1084: August 1, September 9, 13, October 1, 4 and 28

Great Yarmouth and Gorleston, Norfolk

44ft Waveney ON 1065: August 3, September 23, October 18 and 19 (twice)

Atlantic 21: August 3, 5, 10, 23, 31, September 7, October 6 and 26

Happisburgh, Norfolk

D class: August 28, 29 and October 16

Hartlepool, Cleveland

Relief 44ft Waveney ON 1043: August 9, 11, 12 and 29

44ft Waveney ON 1044: October 9, 17 and 28

Atlantic 21: August 3, 29, September 4, 11 and 28

Lifeboat Services

August, September and October 1988

Continued

Harwich, Essex

44ft Waveney ON 1060: August 3, 7, 12, 19, September 18, October 1, 17 and 20

Atlantic 21: August 6, 9, 11, 14, 16, 19 (twice), 28, September 8, 13, 23, 24, 27, October 1, 3, 15, 22 (twice) and 29 (twice)

Hastings, East Sussex

Relief 37ft Oakley ON 984: August 4, 7 and September 11

D class: August 1, 22 and 29 (twice)

Hayling Island, Hampshire

Atlantic 21: August 7, 13, 28, 29, 31, September 11, 24, 25, October 9 and 25

Helensburgh, Dunbartonshire

Atlantic 21: August 7, 15 (twice), 22, 26, September 2, 15, 23, 25, October 8, 22 and 23
D class: August 28

Holyhead, Gwynedd

47ft Tyne ON 1095: August 3, 14 (twice), 17 and 30

D class: August 12, 15 and September 18

Horton and Port Eynon, West Glamorgan

D class: August 4, 8, 20, 21, 25, 28, 29 and September 17

Howth, Co Dublin

Relief 52ft Arun ON 1108: August 16

52ft Arun ON 1113: September 8 and October 23

D class: August 13 (twice) and September 9

Humber, Humberside

52ft Arun ON 1123: August 2, 3, 12 (twice), 27, 28, 29 (twice), October 16, 19, 21 and 28
Relief 52ft Arun ON 1062: September 12, 26, October 2 and 9

Hunstanton, Norfolk

Atlantic 21: August 2, 4, 20, September 7, 8 and October 23

Ilfracombe, North Devon

37ft Oakley ON 986: September 4 (twice), 26, October 22 and 26

Invergordon, Ross-shire

Relief 48ft 6in Solent ON 1010: August 10, October 7 and 21

Islay, Argyllshire

50ft Thames ON 1032: August 24, September 8 and 26

Kilmore, Co Wexford

37ft Oakley ON 997: August 11 and 27

Kinghorn, Fife

C class: August 9, 27 (twice) and 28

Kippford, Kirkcudbrightshire

D class: August 14 (twice) and September 11

Kirkcudbright, Kirkcudbrightshire

37ft Oakley ON 981: August 14, September 6, October 15 and 16

Atlantic 21: August 4

Kirkwall, Orkney

52ft Arun ON 1135: August 8, 31 and September 13

Kilkeel, Co Down

D class: September 30 and October 2

Largs, Ayrshire

Atlantic 21: August 3, 6, 7, 8 (twice), 10, 21, 27 (twice), September 9 (three times), 21, 23, 24, October 2, 11 and 19

Lerwick, Shetland

52ft Arun ON 1057: September 3 and October 22

Little and Broad Haven, Dyfed

D class: August 7, 17 (twice), 26, September 11, October 1 and 22

Littlehampton, West Sussex

Atlantic 21: August 14 (three times), 15 (twice), 20, 29 (twice), September 2 and 9

Littlestone-on-Sea, Kent

Atlantic 21: August 5, 6, 7, 14 (twice), September 2, 24 and October 2

The Lizard, Cornwall

Relief 48ft 6in Solent ON 1008: August 8 and 13

47ft Tyne ON 1145: October 15

Llandudno (Orme's Head), Gwynedd

Relief 37ft Oakley ON 961: August 8, 12 and October 25

D class: August 3, 12, 19, 28 (three times) and October 16

Lochinver, Sutherland

48ft 6in Solent ON 1007: August 2

Longhope, Orkney

47ft Tyne ON 1138: August 5

Lough Swilly (Buncrana), Co Donegal

D class: August 1, 2 and 7

Lowestoft, Suffolk

47ft Tyne ON 1132: August 6 (twice), 10, 30, September 28 and October 19

Lyme Regis, Dorset

Atlantic 21: August 11, September 3, 26 and October 10

Lymington, Hampshire

Atlantic 21: August 10, 14, 20, September 11 and October 9

Lytham St Annes, Lancashire

47ft Watson ON 955: August 25 and September 12

D class: August 14

Mablethorpe, Lincolnshire

D class: August 9 (twice), 10 (twice), 15, 23 and 29

Mallaig, Inverness-shire

52ft Arun ON 1078: August 8 (twice), 12, 28, 31, September 3, 10, 28, October 14, 18, 21 and 27

Margate, Kent

37ft 6in Rother ON 1046: August 15

D class: August 1, 7, 18, 20, October 9, 15 (twice), 27 and 29

Minehead, Somerset

Atlantic 21: August 8 (five times), 13 (twice), 14 (three times), 31 and September 10

D class: August 8

Moelfre, Gwynedd

47ft Tyne ON 1116: August 6, 27, September 3 and 26

D class: August 5, 8, 13 (three times), 28, 29 (twice) September 3 and 9

Montrose, Angus

48ft 6in Solent ON 1019: October 16

Morecambe, Lancashire

D class: August 8, 23, 29, September 11, 17 (twice) and October 29

Mudford, Dorset

Atlantic 21: August 2 (twice), 12, 27, 29, September 8, 11, 23, 25, 26, October 2 and 9 (twice)

The Mumbles, West Glamorgan

Relief 47ft Tyne ON 1133: August 7, 16, 19 (twice) and 26

D class: August 1, 7 (twice), 16, 19 (twice) and 26

Newbiggin, Northumberland

Atlantic 21: August 3, 9, 11, 17, September 7, October 5, 14 and 26 (twice)

New Brighton, Merseyside

Atlantic 21: August 3, 8, 9 (three times), 14, 16, 18 (three times), September 6, 19, October 13 and 30

Newcastle, Co Down

Relief 37ft Oakley ON 975: August 12 and September 30

Newhaven, East Sussex

52ft Arun ON 1106: August 4, 5, 6, 7, 9, 17, 19, September 11, 22, 23 and 26

Newquay, Cornwall

C class: August 4, 5 (twice), 11, 31, September 1, 7 and 11

New Quay, Dyfed

37ft Oakley ON 996: September 2

D class: August 3, 11, 12, 13, 20, 21, 26, 29, September 1 and October 18

North Berwick, East Lothian

D class: August 22 and 28

North Sunderland, Northumberland

37ft Oakley ON 991: October 28

D class: August 1 and October 29

Oban, Argyllshire

Relief 33ft Brede ON 1087: August 8 (three times), 25, 27, 29, September 3 (twice), 11, October 4, 5, 9, 15 and 20

Padstow, Cornwall

Relief 47ft Tyne ON 1075: August 8, 28, 31, September 10 (twice) and 24

Peel, Isle of Man

Atlantic 21: August 28, September 11 and October 27

Penarth, South Glamorgan

D class: August 2, 12, 26, September 5, 11, 16, 17, October 14, 15 (twice) and 23 (twice)

Penlee, Cornwall

52ft Arun ON 1085: August 28, September 3, 18 and 25

Peterhead, Aberdeenshire

47ft Tyne ON 1127: August 8, September 2 and October 26

Plymouth, South Devon

52ft Arun ON 1136: August 20, 28, 29, September 1 and October 23

Poole, Dorset

33ft Brede ON 1089: August 14 (twice), 28, 29, September 25, 26 (twice), 30, October 9, 11, 15 (twice), 16, 17, 23 and 30
Boston Whaler: August 2, 3, 8, 14, 16 (twice), 28, September 12, 24, 25 (twice), 26, 30, October 8, 9 (twice), 13, 15 (twice), 23 (twice) and 25

Portaferry, Co Down

Atlantic 21: August 14, 30, September 3 (twice), 29, 30 and October 1

Port Erin, Isle of Man

Relief 37ft 6in Rother ON 1022: October 27

Porthcawl, Mid Glamorgan

D class: August 20, September 8 and 10

Porthdinllaen, Gwynedd

47ft Tyne ON 1120: August 7, 13, 29, September 3 and 14

Port Isaac, Cornwall

D class: August 2, 6, 8 (three times), 28 (three times), September 10 (twice), 11, 13, 14 and October 16

Portpatrick, Wigtownshire

48ft 6in Solent ON 1021: October 1 and 17

Portrush, Co Antrim

52ft Arun ON 1070: August 7 (twice), September 11, 12, 13, 18 and 19

Relief 52ft Arun ON 1086: September 25, 26 and October 20

Portsmouth (Langstone Harbour), Hampshire

Atlantic 21: August 3 (three times), 7, 14 (three times), 26, September 8, 15, 20, 25 (three times), October 5, 9 (three times) 29, 30 and 31

D class: August 7 (twice), 14 (twice), September 15, October 9 (twice) and 31

Port St Mary, Isle of Man

54ft Arun ON 1051: August 14, 26, September 25 and October 15

D class: August 9, September 2 and 6

Port Talbot, West Glamorgan

D class: October 23

Queensferry, West Lothian

Atlantic 21: August 24, 27, September 10, 18 (twice) and October 23

Ramsey, Isle of Man

37ft Oakley ON 995: August 8, 10 (twice) and October 6 (twice)

Ramsgate, Kent

44ft Waveney ON 1042: August 13, 28, 30, September 16, 25, October 15, 26 and 27

Atlantic 21: August 2, 11, 12, September 10 (twice), 24, October 16 (twice) and 25

Red Bay, Co Antrim

C class: August 6, 13, 14 (twice), September 4, 19, 25 and 26

Redcar, Cleveland

Atlantic 21: August 11 (three times), 14, 17, 26 and October 9

Rhyl, Clwyd
 37ft *Oakley ON 993*: September 25
D class: August 8 (four times), 13 and September 4

Rosslare Harbour, Co Wexford
 52ft *Arun ON 1092*: August 12 (twice), 20 and October 18

Rye Harbour, East Sussex
C class: August 7, 16, 17, 24, 29, and September 15 (twice)

St Catherine, Channel Islands
C class: August 28 (twice), 29 and 30

St David's, Dyfed
 47ft *Tyne ON 1139*: August 6, 7, 12, October 10 and 22

St Helier, Channel Islands
 44ft *Waveney ON 1034*: August 1, 4, 6, 8, 11, 12, 13, 18 (twice), 19 (twice), 26 and September 11 (twice)

St Ives, Cornwall
 37ft *Oakley ON 992*: August 26
C class: August 7, 11 (twice), 19, 20, 26, September 30, October 26 and 27

St Mary's, Isles of Scilly
 52ft *Arun ON 1073*: August 18, 26 (twice) and 29

St Peter Port, Channel Islands
 Relief 52ft *Arun ON 1081*: August 13, 15 (twice), 17, 20, 24 (twice), 26 and October 11
 52ft *Arun ON 1025*: October 27

Salcombe, South Devon
 47ft *Watson ON 964*: August 11 and 13
 47ft *Tyne ON 1130*: August 30, September 26, 27, October 20 and 21

Scarborough, North Yorkshire
 37ft *Oakley ON 979*: August 7, 10, 14, September 3 and October 28 (twice)
D class: August 3, 10, 12, 28, September 9, 17 and 24

Selsey, West Sussex
 47ft *Tyne ON 1074*: August 18 and October 9 (twice)
D class: August 14, 16, 28, 29 and 30 (twice)

Sheerness, Kent
 44ft *Waveney ON 1027*: August 7, 28 and September 26
 Relief 44ft *Waveney ON 1002*: October 9 and 15 (twice)
D class: August 8, 25, 29 (twice), 31, September 7, 13, 23, 24, October 9 and 26

Sheringham, Norfolk
 37ft *Oakley ON 960*: August 19 and September 2

Shoreham Harbour, West Sussex
 47ft *Watson ON 953*: August 7, 14 (twice), 19 and September 9
 Relief 47ft *Watson ON 971*: September 24 (twice) and October 2
D class: August 14 (four times), 19, September 11, October 9, 15 (twice) and 22

Silloth, Cumbria
Atlantic 21: October 15

Skegness, Lincolnshire
D class: August 9, 28 and September 3

Skerries, Co Dublin
D class: August 29 and September 28

Southend-on-Sea, Essex
D class: August 3, 7, 15 (twice), 19, 22, 24, September 28, October 10, 18 and 26
Atlantic 21: August 6, 7 (twice), 16, September 7 (four times), 23, October 1, 9 (three times), 15 and 30

Southwold, Suffolk
Atlantic 21: August 9, 12, 14 (twice), 18, 21 (twice), 27 and October 31

Staithe and Runswick, North Yorkshire
Atlantic 21: August 14, October 25 (three times) and 30

Stornoway (Lewis), Ross-shire
 52ft *Arun ON 1098*: September 30, October 5, 21 (twice) and 27 (twice)

Stranraer, Wigtownshire
D class: September 29 and October 1 (twice)

Stromness, Orkney
 52ft *Arun ON 1099*: August 6

Sunderland, Tyne and Wear
 47ft *Watson ON 969*: August 27, October 11, 27 and 28
D class: August 12, September 28 and October 27

Swanage, Dorset
 37ft 6in *Rother ON 1023*: August 12, 19, 24, 26, 29 (twice), September 9 (twice), 12, 23, October 1 (twice), 16, 23 and 31

Teessmouth, Cleveland
 47ft *Tyne ON 1110*: August 10, 12 (twice), 14, 20 and October 9 (twice)

Tenby, Dyfed
 47ft *Tyne ON 1112*: August 22, 30, September 4 and October 28
D class: August 9, 12, 18, 23, 24, 28, 30 (twice), September 7 and October 26

Thurso, Caithness
 54ft *Arun ON 1052*: September 18, 28 (twice), October 19 and 26

Tighnabruaich, Argyllshire
D class: August 6 and 11

Torbay, South Devon
 54ft *Arun ON 1037*: August 7, 29 (twice), September 7, 9 and October 29
D class: August 14, 18, 20 (twice) and October 8

Tramore, Co Waterford
D class: August 2

Trearddur Bay, Gwynedd
D class: September 18

Troon, Ayrshire
 52ft *Arun ON 1134*: August 28, September 9, 28, October 5, 8, 26 and 28

Tynemouth, Tyne and Wear
 52ft *Arun ON 1061*: August 27, September 12 and 25
D class: August 7, 29 and October 30

Valentia, Co Kerry
 52ft *Arun ON 1082*: August 1 and October 10

Walmer, Kent
D class: August 13, 29 (four times) and October 2

Walton and Frinton, Essex
 48ft 6in *Solent ON 1012*: August 23 (twice), 25, 28 (twice), 29, 31, September 2, 13, 23 and October 14

Wells, Norfolk
D class: August 25, 28, and September 12

West Kirby, Merseyside
D class: August 11, 29 (twice) and September 18

Lifeboat services

The services listed are those for which returns had been received at RNLI headquarters by 9 February 1989.

There may be additional services for which no returns had been received by this date.

West Mersea, Essex
Atlantic 21: August 6, 14, 18, 19, 20, 29, September 12

Weston-super-Mare, Avon
Atlantic 21: August 14, 28 (twice), September 13 (twice), 29 and 21
D class: August 28

Weymouth, Dorset
 54ft *Arun ON 1049*: August 2, 13 (twice), 24, 26, 28, 29 (three times) 30 (twice), 31, September 17, 23, 27, 29, October 20, 26 (twice) and 29

Whitby, North Yorkshire
 Relief 44ft *Waveney ON 1002*: August 7, 14, 22 and 25
 44ft *Waveney ON 1033*: October 10, 16, 19 (twice) and 25
D class: August 1, 9, 15, 16, 17, 19, 28, 29, September 7, 9, 11 (twice), October 2 and 10

Wicklow, Co Wicklow
 Relief 46ft 9in *Watson ON 931*: August 21 and 22

Withernsea, Humberside
D class: August 14, 15, 19, 30, September 7, October 4 and 28

Workington, Cumbria
 47ft *Watson ON 940*: August 20 and October 19

Yarmouth, Isle of Wight
 52ft *Arun ON 1053*: August 4, 6, 18, 19, 24, 25, 26, 28, September 11 (twice), 18, October 8 and 30 (twice)

Youghal, Co Cork
Atlantic 21: August 16 and 21

On Passage
 47ft *Tyne ON 1146*: August 25
 12m *Mersey ON 1124*: October 31

When the RNLI says its tractors are waterproof – they're waterproof! A Bigland Tallus tractor demonstrates its amphibious qualities during trials at Sheringham.



People and Places

Around and about the RNLI

Winning hunch

The winner of the RNLI's 44th national lottery has the Hunchback of Notre Dame to thank for drawing her ticket! Micky O'Donoghue was playing the role in the New Vic Company's comedy version of 'The Hunchback of Notre Dame' at Poole Arts Centre, and he and other members of the cast were delighted to help draw the lucky tickets on 31 January 1989.

The draw, which raised a record £74,000, was supervised by Mrs Richard Saunders, a member of the Institution's Committee of Management and deputy chairman of the Fund Raising Committee, and Mr Anthony Oliver, the RNLI's head of fund raising.

Since their launch in July 1987 the quarterly lotteries have raised more than £1.5m.

The prize winners were:

£2,000 – Mrs D.M. Godman, Penrith, Cumbria.

£1,000 – M. Williams, Dyfed.

£500 – C. Davies, Polperro, Cornwall.

£250 – H. Campbell, Leeds, West Yorkshire.

£100 – L.J. Scott, London W6; Mrs R.A. Harvey, Luton, Bedfordshire; J. Collier, Cramlington, Newcastle; Mr and Mrs J.



Micky O'Donoghue (centre) and the cast of 'The Hunchback of Notre Dame' with some of the lottery tickets after the 44th lottery draw on 31 January 1989. With them are Mrs Richard Saunders, a member of the Committee of Management (rear centre) and Mr Anthony Oliver, head of fund raising (rear left).
(Photo courtesy Southern Newspapers)

Craig, Walmer, Kent; D. Butler, St Albans, Herts; P. Marciniak, Bognor Regis, Sussex; Mrs M.A. King, Tring, Herts; A. Rimmer, Crosby, Liverpool.

£50 – P. Bell, Pudsey, Leeds; D. Charlton, Washington, Tyne & Wear; Mrs D.J.

Robinson, Coulsdon, Surrey; Mrs R. O'Neil, Patna, Ayrshire; D. Phillips, Raynes Park, London SW20; R. Stitt, Larne, Co. Antrim; R.T. Stokes, Droitwich Spa, Worcs; Mr and Mrs L.F. Orman, Ringwood, Hants.

New Year Honours for retired lifeboat coxswains

Two of the RNLI's lifeboat coxswains were awarded the British Empire Medal in the New Year Honours list for their services to the Institution.

George Jeffs, BEM, was Coxswain/Assistant Mechanic of **Barmouth** lifeboat from 1979 until his retirement at the end of

December 1988. He joined the crew in 1960, and was Assistant Mechanic from 1968 to 1970. In 1970 he became Second Coxswain/Assistant mechanic until his appointment as Coxswain/Assistant mechanic in 1979. Coxswain Jeffs received a long service badge in 1982.

Victor Marsh, BEM, was Coxswain/Mechanic of **Swanage** lifeboat from 1978 until his retirement in January 1989. He joined the crew in 1962, was bowman from 1966 to 1970, Mechanic from 1970 to 1974, and became Second Coxswain/Mechanic in 1974 until his appointment as Coxswain/Mechanic in 1978.

Coxswain Marsh was awarded a bronze medal in 1976. He also received the Chairman's letter in 1978, a long service badge in 1983 and the thanks of the Institution inscribed on vellum in 1988.

Coxswain George Jeffs, BEM.



Coxswain Victor Marsh, BEM.



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

CBE

John Gau, CBE, Independent Television producer for the series 'Humber Lifeboat'.

MBE

Doctor George Middleton, MBE, for services to the community. Dr Middleton is a member of the RNLI's Medical and Survival Committee.

BEM

Thomas Maltman, BEM, harbour master at Eyemouth and deputy launching authority at Eyemouth lifeboat station.

Captain Aubrey Burton-Durham, BEM, harbour pilot at Newhaven and deputy launching authority at Newhaven lifeboat station.

On the cards

Many readers of *THE LIFEBOAT* will have received at least one of the RNLI's 1988 Christmas cards which graphically depicts the launch of the Aberystwyth pulling and sailing lifeboat *John and Naomi Beattie*.

Turning inside the card they would have found the simple acknowledgement 'Painted by Coxswain Lionel Derek Scott BEM' – a succinct acknowledgement which conceals a major success for this retired Mumbles lifeboatman.

Derek Scott was with the Mumbles lifeboat for 40 years – first joining the crew in 1947, after the previous boat had been lost with all her crew when going to the rescue of the Liberty ship *Samtampa*.

A crew was needed in a hurry, and Derek volunteered to join the new boat. He went on to become the RNLI's youngest serving coxswain in 1955, when he was just 26, and remained as coxswain for some 22 years until his retirement in May 1987.

The images of the many services during



'The Aberystwyth Lifeboat *John and Naomi Beattie* (1906 - 1932)' painted by Coxswain Lionel Derek Scott BEM and available as an RNLI Christmas card and also as a postcard.

that time stayed in his imagination, and when he 'came ashore' recreating them on canvas became a major interest.

Derek had spent four years at art school

in his youth, and after his time with the lifeboat his oil paintings capture the feel of the seas and weather in a way which only comes to those who have experienced them.

The painting which became the Christmas card started when Aberystwyth honorary secretary David Jenkins commissioned Derek to paint the station's old pulling and sailing boat, which is now in Swansea awaiting restoration.

The resulting painting so caught his imagination that he sent it to the RNLI at Poole, where it also met with such acclaim that it was chosen to illustrate one of the Institution's Christmas cards and also as a postcard.

Derek had hoped that retirement would enable him to pick up his brushes again and get an exhibition together, but now that commissions are now coming in from as far afield as America he says: 'my paintings have gone so quickly I just haven't been able to!'

Obituaries

With deep regret we record the following deaths:

MARCH 1988:

Mrs Marjorie Lambert, committee member and patron of Birmingham Branch from 1985 to 1988. She had previously been vice chairman of the Edgbaston and Harborne Ladies' Guild until 1971, becoming chairman from 1971 to 1975 and president until 1978. Mrs Lambert was awarded a silver badge in 1984.

AUGUST 1988:

Mrs D.N. King, president of the Knowle and Dorridge Ladies' Guild from 1983 to 1985. She was chairman of the guild from 1968 to 1982 and was awarded a silver badge in 1977.

SEPTEMBER 1988:

Vice Admiral Sir Frank Mason, KCB, chairman of Hurstpierpoint and District Branch for very many years. He was awarded a silver badge in 1978.

OCTOBER 1988:

Mr F. Adsetts, president of the Bolsover Branch from 1976 to 1988.

Mrs Enid Foster, honorary secretary of Widnes Ladies' Guild from 1977. She had been involved with the guild for over 30 years, holding the offices of assistant honorary secretary 1962 to 1971 and chairman from 1971 to 1977. Mrs Foster was awarded a silver badge in 1984.

Mrs W.E. Wyman, vice president of Cheltenham Branch from 1974 to 1988.

NOVEMBER 1988:

Captain George Flett, coxswain of Aberdeen lifeboat from 1949 to 1960 when he resigned due to ill health. He was second coxswain from 1937 to 1943 and was awarded a bronze medal in 1937.

Mrs Margaret Gregory, honorary box secretary of Wolverhampton Branch since 1978, and a branch helper since 1969.

Mrs Majorie Hearmon, donor of the Mumbles D class lifeboat.

DECEMBER 1988:

Mrs Doris Willdig, president of Coventry Ladies' Guild from 1972 to 1988. She was chairman of the guild from 1963 to 1972 and was awarded a silver badge in 1973 and a gold badge in 1983.

John Roberts, coxswain of Sennen Cove life-

boat from 1948 until his retirement in 1959. He joined the crew in 1910 on the pulling and sailing lifeboat *Ann Newbon*, becoming second coxswain in 1944.

Mr A.E. Turner, who together with his wife founded the New Romney & Romney Marsh Branch in 1953. He was awarded a gold badge in 1975.

Mrs Elsie Farr, honorary life president of the Lifeboat Enthusiasts' Society and widow of Grahame Farr. Mr Farr was honorary archivist of the LBES and after his death she took over the task of providing information from the archives and ensuring its usefulness to the RNLI.

Cecil Picknett, last surviving crew member of the pulling lifeboat *Fifi and Charles* stationed at Redcar from 1907 to 1931. In 1931 he was appointed assistant mechanic of Redcar's first motor lifeboat *Louisa Polden*, a post he held until his resignation in 1946.

JANUARY 1989:

Captain T.R. Phinn, station honorary secretary at Ramsgate from 1980 to 1989.

Peter Gilson, deputy launching authority at Southend-on-Sea from 1986 until his death. He joined Southend lifeboat crew in 1947, and was bowman from 1953 to 1954 and second coxswain for one year in 1955 before being appointed coxswain in 1956 until 1976. Mr Gilson was also the station honorary secretary from 1979 to 1986.

FEBRUARY 1989:

Miss E. Nairn, honorary secretary and treasurer of Nairn Ladies' Guild from 1979 to 1985. From 1985 to 1986 she was the honorary secretary and was then souvenir secretary. Miss Nairn represented Nairn on the executive committee of the Scottish Lifeboat Council from 1981 to 1984.

Mr George Wyeth, honorary treasurer of Bognor Regis Branch from 1968 until the early 1980's. He joined the branch committee before the second world war and was awarded a silver badge in 1976.

Mrs A. Hambleton, chairman of Macclesfield Branch from 1985 to 1988. A member of the branch for over 40 years, Miss Hambleton was honorary secretary in 1948 and 1949 and chairman in 1973 and 1974.

On Station

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

OVER 10 METRES

Douglas – Tyne 47-032 (ON 1147) *Sir William Hillary* on 25 November 1988.

Lytham St. Annes – Tyne 47-031 (ON 1146) *Voluntary Worker* on 1 December 1988.

Whitby – Tyne 47-023 (ON 1131) *City of Sheffield* on 12 December 1988.

Bridlington – Mersey 12-001 (ON 1124) *Peggy and Alex Caird* on 15 December 1988.

UNDER 10 METRES

Tramore – D375 on 16 November 1988

Horton & Port Eynon – D380 on 29 November 1988

Aldeburgh – D376 on 6 December 1988

Relief – D378 on 15 December 1988

Howth – D379 on 12 January 1989

Peel – B575 on 14 February 1989

Moelfre – D381 on 16 February 1989

(*Station D class lifeboats delivered during the winter period will commence service at the start of the 1989 Summer season.*)

People and Places

Continued

Closer ties!

Communications between the station honorary secretary and the Ladies' Guild at the Penlee and Penzance branch should be even better now – as ladies' guild secretary Rosalie Wallen and honorary secretary 'Del' Johnson were married on 5 November 1988!

The highlight of the branch social calendar took place at St Paul's church with a guard of honour supplied by the crew of the station's Arun *Mabel Alice* supplying a guard of honour in brilliant sunshine.

Rosalie became the youngest ever guild secretary when she took over the post in 1971 at the age of 19, and was awarded the Institution's silver badge in 1987.

Secretary Del Johnson's 23 years as honorary secretary were rewarded in 1987 when he received a gold badge.

Oakley stirs memories at Cromer

Cromer's busy lifeboat museum now has a full-size centrepiece – the 37ft Oakley *Valentine Wyndham-Quin*, which is similar to the town's own Oakley, *William Henry and Mary King*, which was stationed there until 1967.

Valentine Wyndham-Quin was delivered to the museum soon after being retired from Clogher Head in Ireland, where she had been stationed since 1984 following some 15 years at Clacton.

Model occasion

Skegness lifeboat station was presented with a model of one of the town's early lifeboats when Lt Col Pease, chairman of the Pangbourne branch visited the station on 26 October 1988.

The model of *Herbert Ingram II*, which had been stationed at Skegness from 1874

to 1888, had been in Devon, in the possession of Mrs Mollie Somerset, a cousin of the Pangbourne chairman's wife Mrs Pansy Pease.

Little is known about the model, or who built it, but it is now a valuable addition to the memorabilia at the station.



Lifeboatmen first at scene of air disaster

The station honorary secretary at Withernsea (Humberside), Barrie Brigham, and eight of the crew members from the station's D class inflatable were among the first on the scene of the air crash on the M1 during January. Their efforts in rescuing people in difficult and dangerous conditions have earned them thanks from many who were present, and from the director of the RNLI.

The lifeboatmen were on their way home by minibus from the London boat show when they were confronted by the crash scene.

They climbed on to the wing and pulled survivors, some badly injured, from the centre section of the plane. 'Fuel was spewing from the wings' said Barrie Brigham, but the crew formed a human chain on the steep and slippery motorway embankment which was 'ankle deep in mud from fuel and foam' and handed survivors down to the road.

It was not until some four hours after the crash, with the emergency services at the scene in force, that the lifeboatmen felt their services were no longer required and resumed their journey to Withernsea.

Barrie Brigham said: 'the crew are used to emergencies and are trained to expect the worse. They just got on with it. It didn't really hit us until we got home'.

Having a Ball at the Hilton

The annual Lifeboat and Mermaid Ball in aid of the RNLI took place at the Hilton Hotel in Park Lane last December. Its Chairman this year was Lady Beaverbrook (pictured with her husband), whose late father-in-law, Sir Max Aitken, was an enthusiastic and expert sailor and whose Beaverbrook Foundation has donated three lifeboats.

The ball was the biggest and most spectacular to date, raising approximately £64,000 for lifeboat funds. The 770 guests, who included the director of the RNLI and many yachting and sailing enthusiasts, were entertained by the National Westminster Jazz Band, who only play for charity, and Lord Colwyn and his B band, who were sponsored for the night by Volvo.



Lady Beaverbrook, chairman of the Lifeboat and Mermaid Ball, with Lord Beaverbrook at the Hilton Hotel.

(Photo courtesy Desmond O'Neill Features)

A helping nose



The Poole HQ's lifeboatman entered into the spirit of Comic Relief day on March 10, when staff braved the heights outside the building to add his distinctive red nose.

The replacement statue was positioned at first floor level last summer after vandals destroyed the original in the spring of 1986.

Awards to Coxswains, crews and shore helpers

The following coxswains, members of lifeboat crews and shore helpers were awarded certificates of service on their retirement. Those entitled to them by the Institution's regulations were also awarded an annuity, gratuity or pension. (Service in lifeboats under 10m is shown by *)

Aberdeen: D. Ross (Crew Member 19 years); W.S. Cowper (Second Coxswain 5 yrs, Crew Member 27 yrs, Crew Member 4 yrs*).

Aberdovey: S.P. Gough (Crew Member 14 years).

Aberystwyth: A. Blair (Crew Member 28 years).

Aith: W.L. Anderson (Second Coxswain 16 years, Crew Member 5 yrs).

Appledore: E. Evans (Mechanic 19 years).

Baltimore: N. Cottrell *posthumous* (Mechanic 4 years, Crew Member 22 yrs).

Bangor: J.P. Ellesmere (Crew Member 10 years).

Barrow: W. Lancaster (Crew Member 2 years, Crew Member 6 yrs*, Emergency Mechanic 8 yrs).

Beaumaris: J.A. Owen (Assistant Mechanic 6 years, Crew Member 17 yrs, Crew Member 11 yrs*); J.C. Askew (Assistant Mechanic 8 yrs, Crew Member 10 yrs, Shore Helper 2 yrs).

Bridlington: A.J. Ayre (Second Coxswain 4 years, Crew Member 17 yrs).

Bude: J. Pethick (Crew Member 17 years); M. Vanstone (Crew Member 17 yrs); B. Cook (Crew Member 11 yrs, Shore Helper 1 yr).

Burry Port: D.C. Williams (Crew Member 13 years); R.S. Campbell (Crew Member 14 yrs).

Cardigan: V.S. Evans (Crew Member 15 years); G.H. Biddy (Crew Member 17 yrs).

Clovelly: S. Griffin (Duty Mechanic 5 years, Deckhand 6 yrs); R. Smith (Staff Coxswain 10 yrs); M.S. Houchen (Senior Staff Coxswain 12 yrs, Staff Coxswain 3 yrs; *Bronze medal 1974*); E.A. Braund (Crew Member 12 yrs); I.C. Young (Second Coxswain 11 yrs, Reserve Mechanic 9 yrs, Second Coxswain/Assistant Mechanic at Padstow 6 months).

Courtmacsherry: T.J. Mulcahy (Mechanic 5 years, Assistant Mechanic 6 yrs, Crew Member 7 yrs).

Criccieth: O. Pritchard (Crew Member 14 years, Shore Helper 9 yrs); G.W. Francis (Crew Member 10 yrs).

Douglas: H. Martland (Crew Member 19 years).

Dun Laoghaire: D. Offer (Crew Member 14 years).

Eyemouth: J. Aitchison (Coxswain 4 years, Second Coxswain 19 yrs).

Falmouth: J.G. Bobin (Deputy Coxswain 1 year 6 months, Crew Member 16 yrs).

Filey: F.C. Jenkinson (Coxswain 7 years, Second Coxswain 14 yrs, Bowman 1 yr, Crew Member 3 yrs).

Fleetwood: J. Birkbeck (Head Launcher 12 years); A. Griffin (Mechanic 15 yrs, Reserve Mechanic 8 yrs, Crew Member 3 yrs); D.B. Owen (Emergency Mechanic 3 yrs, Crew Member 8 yrs, Crew Member 12 yrs*).

Happisburgh: G. Hales (Crew Member 20 years).

Hastings: S.J. Barrow (Assistant Mechanic 1 year, Crew Member 14 yrs, Crew Member 15 yrs*, Shore Helper 2 yrs); D.H.W. Ryder (Crew Member 12 yrs, Shore Helper 16 yrs).

Hayling Island: P.H. Covell (Crew Member 13 years).

Holyhead: W.J. Jones (Coxswain 18 years, Second Coxswain 3 yrs, Second Assistant Motor Mechanic 1 yr, Bowman 1 yr, Crew Member 7 yrs, Crew Member 7 yrs*: *Bronze medal 1966, Silver medal 1976, Bronze 2nd Service Clasp 1977*).

Hoylake: R. Jones (Crew Member 10 years, Crew Member at West Kirby 11 yrs, Crew Member at Aberystwyth 10 yrs, Shore Helper 5 yrs).

Ilfracombe: C.D. Thadwald (Second Coxswain 11 years, Crew Member 14 yrs, Shore Helper 5 yrs).

Kilmore Quay: J. Sinnott (Assistant Tractor Driver 2 years, Tractor Driver 6 yrs, Shore Helper 2 yrs).

Kinghorn: W. Matthew (Crew Member 11 years).

Kirkwall: R.H. Dennison (Deputy Coxswain 12 years, Crew Member 5 yrs, Staff Coxswain 3 yrs); N. Sutherland (Emergency Mechanic 10 yrs, Crew Member 5 yrs); Captain Sinclair (Coxswain 14 yrs, Crew Member 6 yrs; *Bronze medal 1984*).

Kirkcudbright: C.W. Mathieson (Crew Member 19 years); E. Eccles (Crew Member 14 yrs).

Lerwick: P. Leith (Second Coxswain 19 years, Crew Member 17 yrs).

Littlehampton: D. Woollven (Crew Member 20 years).

The Lizard: P.R. Mitchell (Reserve Mechanic 5 yrs, Mechanic 19 yrs, Coxswain Mechanic 12 yrs, Shore Helper 4 yrs).

Llandudno: A.J. Frost (Second Coxswain 7 years, Assistant Mechanic 5 yrs, Crew Member 3 yrs, Crew Member 9 yrs*).

Longhope: J. Leslie (Coxswain 18 years, Stromness Second Coxswain 7 yrs; *Bronze medal 1973*).

Lymington: R. Smith (Crew Member 14 years).

Lytham St Annes: B. Pearson (Assistant Mechanic 24 years, Crew Member 2 yrs, Crew Member 15 yrs*); A.R. Wignall (Coxswain 18 yrs, Second Coxswain 11 yrs, Crew Member 7 yrs, Crew Member 5 yrs*); G. Smith (Crew Member 21 yrs).

Margate: J.H. Christian (Emergency Mechanic 18 years, Crew Member 11 yrs, Crew Member 12 yrs*).

Minehead: K.C. Escott (Crew Member 15 years, Head Launcher 9 yrs, Shore Helper 7 yrs).

Morecambe: A.T. Jolley (Crew Member 14 years).

Newcastle: C. Territt (Tractor Driver 1 year, Winchman 14 yrs, Shore Helper 4 yrs).

Newhaven: L.C. Patten (Coxswain 3 years, Coxswain Mechanic 9 yrs, Assistant Mechanic 4 yrs, Crew Member 4 yrs); A. MacQueen (Crew Member 11 yrs).

Newquay: M. Glossop (Crew Member 17 years); B. Hyde (Crew Member 20 yrs); N. Bailey (Crew member 22 yrs); G. Brown (Crew Member 16 yrs); J. Lewitt (Crew Member 11 yrs).

New Quay: J. Jones (Crew Member 26 years).

Padstow: H.E. Murt (Mechanic 17 years, Assistant Mechanic 7 yrs, Crew Member 16 yrs).

Peel: J. Hughes (Tractor Driver 24 years); E. Allen (Crew Member 4 yrs, Helmsman 12 yrs).

Poole: P. Lanary (Crew member 12 years).

Porthcawl: R.A. Comley (Crew Member 20 years); L.S. Nipe (Crew Member 23 yrs).

Porthdinllaen: O. Roberts (Emergency Mechanic 14 years, Crew Member 10 yrs); C. Caddick (Winchman 12 yrs).

Port Isaac: M.G.V. Larkin (Crew Member 20 years 6 months).

Pwllheli: O. Roberts (Second Coxswain Mechanic 11 years, Mechanic 16 yrs, Crew Member 5 yrs, Crew Member 12 yrs*, Shore Helper 4 yrs).

Ramsey: J.H. Kneale BEM (Mechanic 23 years, Tractor Driver 9 yrs, Tractor Driver helper 6 yrs); D.K. Martin (Second Coxswain 3 yrs, Crew Member 8 yrs).

Rye Harbour: A.R. Haffenden (Crew Member 21 years).

St Davids: T.K. Williams (Second Coxswain 7 years, Crew Member 10 yrs, Shore Helper 3 yrs); F.G. John (Coxswain Mechanic 7 yrs, Second Coxswain Mechanic 11 yrs, Mechanic 4 yrs; *Bronze medal 1981*).

St Ives: J.N. Perkin (Second Coxswain 12 years, Crew Member 8 yrs, Launcher 14 yrs).

St Peter Port: R.L. Vowles (Mechanic 8 years, Assistant Mechanic 18 yrs, Crew Member 2 yrs; *Bronze medal 1981*); J. Robilliard (Emergency Mechanic 21 years, Crew Member 2 yrs; *Bronze medal 1975*); J. Robilliard (Emergency Mechanic 21 years, Crew Member 2 yrs; *Bronze medal 1975*).

Salcombe: B. Cater (Coxswain 4 years, Second Coxswain/Assistant Mechanic 3 yrs, Assistant Mechanic 14 yrs, Crew Member 9 yrs).

Scarborough: F. Adamson (Head Launcher 7 years, Crew Member 5 yrs).

Selsey: G.N. Amis (Crew Member 18 years, Crew Member 8 yrs*).

Sheringham: R.C.R. Wink (Emergency Mechanic 21 years, Crew Member 5 yrs, Shore Helper 13 yrs); W.L. Thirtle (Emergency Mechanic 19 yrs, Crew Member 4 yrs, Shore Helper 10 yrs).

Shoreham Harbour: J. Silverson (Mechanic 17 years, Crew Member 11 yrs, Crew Member 13 yrs*, Shore Helper 8 yrs); W.M. (Bill) Owen (*Head Launcher 12 yrs*); D.K. Cullen (Crew Member 17 yrs, Crew Member 17 yrs*, Shore Helper 5 yrs).

Skegness: C.E. Moore (Crew member 22 years 6 months, Crew member 22 years 6 months*).

Southend-on-Sea: J.C.N. Harper (Shore Helper 9 years, Crew Member 9 yrs), P.J. Hyem (Crew Member 10 yrs).

Southwold: R. Trigg (Crew Member 19 years, Shore Helper at Lowestoft 2 yrs; *Bronze medal 1981*); J.G. Marshall (Crew Member 20 yrs).

Stranraer: I.A.W. Gillespie (Crew Member 12 years).

Swanage: V.A.C. Marsh (Coxswain Mechanic 11 years, Second Coxswain Mechanic 4 yrs, Mechanic 4 yrs, Bowman 4 yrs, Crew Member 4 yrs; *Bronze medal 1976*).

Teemouth: R. Copeman (Emergency Mechanic 9 years, Crew Member 6 yrs, Shore Helper 7 yrs).

Tenby: J. John *posthumous* (Second Coxswain 6 years, Crew Member 19 years, Crew member 15 yrs*).

Walmer: C.S. Williams (Coxswain/Assistant Mechanic 6 years, Second Coxswain/Assistant Mechanic 9 yrs, Assistant Mechanic 3 yrs, Crew Member 6 yrs, Crew Member 14 yrs*).

Wells: A.W. Cooper (Crew Member 26 years, Crew Member 21 yrs*); G. Read (Tractor Driver 28 yrs, Tractor Driver helper 1 yr); A.T. Jordan (Coxswain 3 yrs, Second Coxswain 15 yrs, Crew Member 25 yrs).

Weston-Super-Mare: B.E. Watts (Crew Member 23 years).

West Mersea: B.M. Jay (Crew Member 11 years).

Whitby: A. Headlam (Crew Member 15 years).

Wick: D. McKay (Coxswain Mechanic 8 years, Coxswain 10 yrs, Second Coxswain 7 years 6 months, Bowman 3 years 6 months; *Bronze medal 1984*); J.W. Begg (Crew Member 15 yrs).

Wicklow: E. Doyle (Crew Member 15 years).

Workington: D. Muir (Emergency Mechanic 7 years 6 months, Crew Member 14 years).

Youghal: C.P. Hennessy (Mechanic 5 years 6 months, Assistant Mechanic 9 yrs, Crew Member 2 yrs, Crew Member 4 yrs*).

LIFEBOAT CLASSIFIED

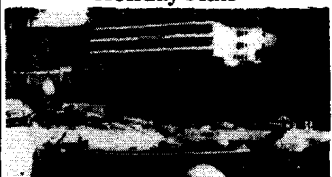
SENNEN COVE - CORNWALL

A small family Hotel overlooking Cape Cornwall & White Sands Bay. Walks to Lands End, Bar, Games Room or enjoy a relaxing week on our Houseboat on River Fal. Tel: 0736 871275.

PERSONALISED CLOTHING!

Names, logos, caricatures on T-shirts, sweatshirts, hats, etc. MINIMUM 1 ONLY.
WINNERS BOATING (SL), FREEPOST, Quorn, Leics. LE12 5BR. Tel. 0509 414741

DEVONCOURT Holiday Flats



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

- Fully self contained flats, inc. balcony.
- Open all year - Off Season Minibreaks.
- 5% discount to Shoreliners.

Berryhead Road, Brixham, Devon
TQ5 9AB. Telephone
08045 3748
(24 hours)

REGIMENTAL TIES

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

RADNOR LTD, 39 Thames Street, Windsor, Berks SL4 1PR.
Tel: 0753 863982.
Est. 1919 : Personal Callers Welcome.

CORNWALL WALKING BREAKS

Tredragon Hotel, Mawgan Porth, Nr Newquay

RAC** AA Hospitality Award, An Inter Hotel, Ashley Courtenay Recommended
Open all year. A walkers paradise, we have 15 documented walks and the coastal footpath runs right through our 3 acres of grounds which has direct access to a glorious sandy cove. Magnificent views. Good food, packed lunches, friendly service. After your walk relax and unwind in our super new indoor htd pool, sauna and solarium. En suite rooms with col TV, radio/intercom, teamaking. For colour brochure and complete details of this and other Special Interest Breaks, Write or Telephone: Mrs B. Brown (0637) 860213

MINIATURE MODELS OF LIFEBOATS, SAILING

VESSELS, YACHTS, AND OTHER MARITIME CRAFT

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

BRIAN WILLIAMS

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

PORTRAITS-IN-OIL

Commission an Original Oil Painting
Your loved one, Pet, House, Boat, etc: from a photograph. Painting of any subject undertaken.
BRUNTH FINE ART, 50 Hedley Street, Maidstone, Kent ME14 5AD. Tel: 0622 50534

SPOIL HER

With a Special Bargain Weekend Break at our luxury Country House Hotel, nestling in 11 acres of gardens and woodland. £65 per person, D.B.&B inclusive, plus free Sunday Lunch. Or even better a Midweeker - £29.50 per person, per day, D.B.&B inclusive (2 nights or more). Beautiful en suite bedrooms with colour TV, video, telephone and tearmaker. Fabulous food (also vegetarian menu). Log fires. Pets welcome.

Also Serviced Cottage Suites.
AA***RAC, English Tourist Board 4 Crowns,
Ashley Courtenay Recommended.



**Parkham, Nr Bideford,
N. Devon EX39 5PL**

Telephone (02375) 388 or 711

HEAVEN IN DEVON

Quaint cottages and modern apartments on edge of sea in beautiful villages. Colour brochure (02372) 74680.

Binocular Repair Specialist

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

NORTH CORNWALL Small 4 berth caravan. 10 miles coast. Quite farm site. £45 per week. Tel Camworthy Water 402.

PLYMOUTH HOE - DEVON

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

The Summer-weight Trouser Specialists for Men and Women

SHORTS FROM £18.50 TROUSERS FROM £22.95

Also Corduroy, Cav. Twill, Tweeds, etc. Conventional Full Cut Style. Men's 32"-46" waist. 29"-34" inside leg. Ladies 14-20. **JACKETS IN CORDUROY & TWEEDS.** Personal Shoppers by appointment. Est. 1921.

Austin & Smith (Dept J)

35 High Street Bletchingley RH11 4PB Tel: 0883 843526

SCOTTISH HIGHLANDS INVERWE GARDEN 6 MILES

Dinner, bed and breakfast £14. Relax in luxury bungalow in an acre of beautiful garden. 200 yards from sea. Traditional and vegetarian cooking.
Mrs P. Cawthra, 'Cartmel', Aultbea, W. Ross.
Tel: 044 582 375



THE HOTEL FOR ALL SEASONS

Secluded, romantic and wonderful hospitality

HOLNE CHASE

Nr. Ashburton, Devon
Poundsgate (036 43) 471

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

CRUISING/CANOEING/CAMPING RIVER CHARENTE

2-6 berth cruisers or Canadian scooters (for 2) plus full camping equipment, or 6-berth caravans, for hire on the unspoilt Charente in South West France. Inclusive charge covers hire, travel, insurance for fully equipped cruiser and/or canoe and camping equipment. Group discounts. Write or telephone:

**Holiday Charente,
Wardington, Banbury,
Oxon OX17 1SA (0295 758282).**



WEATHER INSTRUMENTS

Barometers, barographs, raingauges, frost predictors, hygrometers and thermometers. Also an inexpensive range of remote sensing instruments for wind, rain and temperature. All available by post. Full colour brochure and price list from: **Met-Check, P O Box 284, Dept. FL, P O Box 284, Bletchley, Milton Keynes, MK17 0QD.** Telephone 029671 2354 (24 hours).

LEATHER DECK SHOES

These must be the Best Value in "Top Quality" Shoes.

ONLY £26.50 (OR LESS) INC. V.A.T., POST AND PACKING.

Choice of Colours and Style.

You save by buying direct from the Importer.

S.A.E. for Illustrated Colour Leaflet.

DON CHILCOTT, Nauticos Ltd., 35 Duckmoor Road, Ashton, Bristol BS3 2DQ.

Tel: 0272 661973

PLEASE MENTION THE LIFEBOAT.

HIGHLANDS OF SCOTLAND INVERWE GARDEN 6 MILES

Luxury bungalow sleeps 4 with patio windows overlooking the bay (300 yds). Available all year. Full heating. See **Birchburn Holidays, Aultbea, Wester Ross.** Tel. 044 582 375

ITALY - TUSCANY

Fully equipped and prepared self catering chalets on Mediterranean from £240 pw for 2-8 persons.
Brochures: **DOTEL VERSILIA COUNTRY CLUB, 55040 PIANO DI MORMIO, LUCCA.** Tel: ITALY 584 99166



THE YACHT AGENTS IN MALLORCA

All types new sail and power craft tax-free

Wide selection used craft

Caretaking and maintenance

Moorings

Competitive marine insurance

PASEO SARALEGUI, 50 TEL: (71) 530426/530223
PUERTO POLLENÇA. TELEX: 69018 LIVI E
MALLORCA, (SPAIN) FAX: (71) 530362

HEATHFIELD HOUSE RESIDENTIAL HOME FOR THE ELDERLY

Bovey Tracey, Devon

Tel: 0626 832681

Highly Recommended

Discount for Readers of THE LIFEBOAT

HAIR LOSS? HAIR PROBLEMS?

The **HELSINKI HAIR FORMULA** was developed in Helsinki University over a 10 year period, available now by mail order from the Scottish Distributor (a shoreline member) for only £32.00 post paid for your 90 day supply. No drugs involved, safe for everyone, with a money back guarantee! 80% of all persons tested reported significant reduction in hair loss within 3-4 weeks, and in many cases re-growth evident in 3 to 4 months! Helsinki should be used daily and as a continuing treatment. (£1.00 is donated from every Helsinki Kit sold to RNLI).
The House of Helsinki, PO Box 4 Troon, Scotland KA10 6HL

SARK - CHANNEL ISLANDS

Beauvoir LICENSED GUEST HOUSE

Family run. Centrally situated nr. La Seigneurie. Open for B & B all year. Half board except peak season. All rooms H & C, heating, hot drinks, some en-suite. Contact John and Jenny Marsland for tariff and brochure. **Sark (0481) 832352.**

CORNWALL Tamarside Cottage.
Idyllic surroundings. Sleeps 4. Pets welcome.
☎ Barnes 0579 50284

ISLES OF SCILLY

MINCARLO GUEST HOUSE - superb position overlooking the harbour at St. Mary's - adjacent the Lifeboat Station. Run by the same local family since 1945. All rooms H&C and heating, some with en suite facilities.
Tel: 0720 22513 or write Colin Duncan

THE SHOUT!

A drama documentary professionally made for VIDEO of the early history of the RNLI. Featuring the Alderney Lifeboat and narrated by John Ariotti, £7.99 plus £1 p&p. Payment by cheque/Visa/Access, state VHS or Beta.
VIDEO TAKE 1, A2 Connaught Business Centre, Hyde Estate Road, London NW9 6JL.
Tel: 01-205 6687 or 7514.

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

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

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



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

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

Full information from:



Launton Road, Bicester,
Oxfordshire, OX6 0UR.
Telephone: (0869) 253355.



MAKE MONEY

Make more money, faster, for your club, organisation or cause, the First Shefras way. Choose any of our special selection of low-price fundraisers — use our exciting bingo equipment — call on our expert personal service. You can be sure of improved returns at lower cost.

SPEND LESS

Call Sandie Rimell or Wally
Pickering on 01-681 2921 today
and get on the big money trail!



First Shefras Fundraising (Dept TL),
15 Progress Way, Croydon, Surrey CR0 4XD. Tel: 01-681 2921

ROYAL NATIONAL LIFEBOAT INSTITUTION SPORTING APPEAL

Distinctive trophies are available to sporting clubs wishing to raise funds for the Institution by organising competitions anywhere in Great Britain and Ireland.

For full details

F.R.P.O. RNLI,
West Quay Road,
Poole, Dorset BH15 1HZ

Tel: Poole 0202 671133
Reg. Charity no: 209603



RETIRED DOCTOR COMMENTS ON PRIVATE HEALTH

Sir: After retiring many people find that private health insurance discounts are no longer available to them. Worse still, there is an enormous age-related loading in subscription rates which takes place just when incomes are reducing and need increasing.

My own solution, which may be of interest to others in a similar position, was to turn to the Exeter Hospital Aid Society (with which I have no connection other than as a subscriber).

The Society appears to provide very similar benefits to the more widely known schemes and the subscription is not age related.

It even accepts the over 65's. However, there is a once-only age related joining fee. Thereafter normal rates apply and coverage continues up to any age.

Although the Society has been established for more than 50 years its existence is not widely known. I found it by chance and now pay less than half what I used to!

If you are under 74 years of age and wish to learn more about the Exeter Hospital Aid Society please telephone:

Exeter (0392) 75361 Extension 213
or write to: Exeter Hospital Aid
Society, Dept. L, 5 & 7 Palace Gate,
Exeter EX1 1UE.



Some people take their pleasure seriously

Boat owners who take pleasure seriously, take a very dim view of anything that interrupts their pursuit of happiness.

This simple fact is causing more skippers to choose CAT Marine Engines today than ever before.

Not just because CAT Marine Engines have all the power it takes to quickly propel you and your guests firmly into the passing lane, thanks to our greater engine displacement and unparalleled response over the entire rpm operating range.

Nor solely because CAT Marine Engines treat diesel fuel as if it were a precious commodity, with a unique high-pressure fuel injection system that meters each drop of fuel according to your specific needs for an extended cruising range and maximum efficiency.

Nor strictly because CAT Marine Service has a reputation for being snappy, precise, and readily available.

Which it is, in large part due to our computerised Caterpillar worldwide support network.

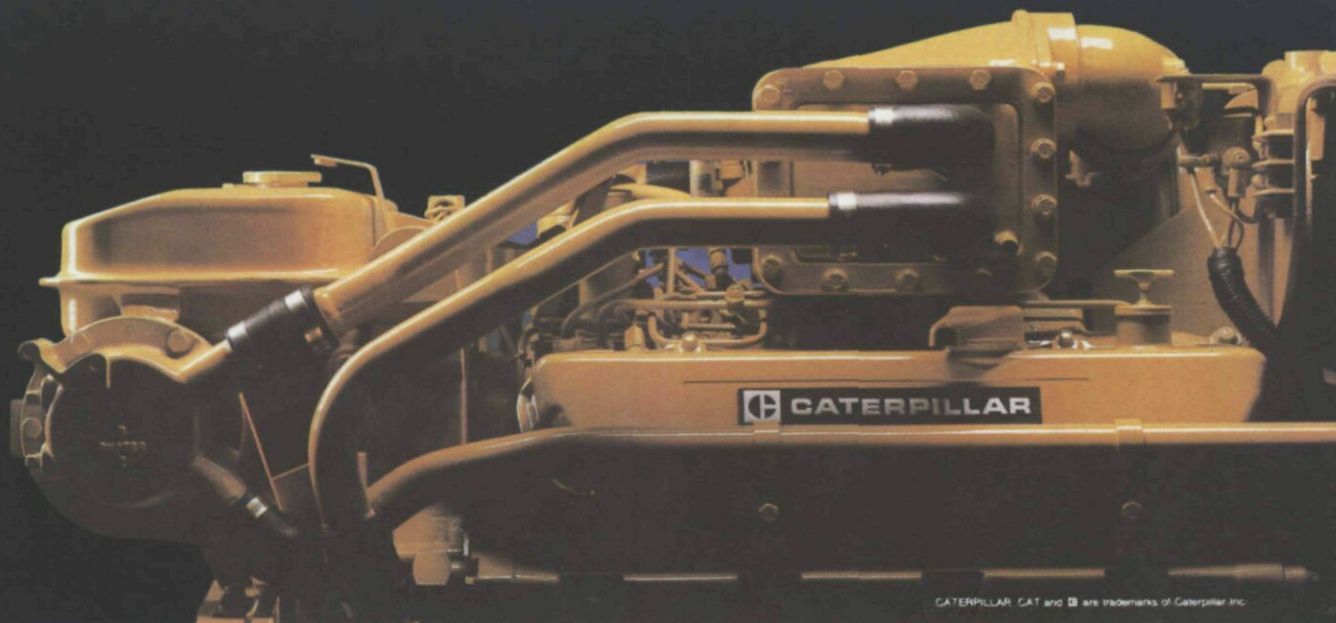
No, it all comes down to one irrefutable fact: You don't own a boat to spend time on your engine. You own it to spend time on the water, beneath open blue skies that make everyday problems seem long ago and far away.

Which is precisely why our 210 to 1000 horsepower CAT Marine Engines make powerful choices, indeed.

Specify Caterpillar Marine Engines. And brace yourself for power without compromise.

For further details contact:
H. Leverton Limited
Maidenhead Road Windsor
Berkshire SL4 5HH
Tel: 0753 845314

Leverton





Help us to raise
£5000
for the RNLI



COALPORT
A Limited Edition
of 2500



The reverse of the mug

The Grace Darling Mug

Honouring one and a half centuries of heroism at sea.

Now a legend forever – Grace Darling faced a wild and furious sea to save the lives of nine survivors from the shipwrecked SS Forfarshire on Big Harcar off the Northumberland coast.

1988 marked the 150th Anniversary of that fearless act of courage, made by the 22 year old lighthouse keeper's daughter and her father from the Longstone lighthouse in 1838.

This act of bravery made Grace Darling a heroine throughout the world – her memory still stands as a timeless monument to human courage.

The RNLI will benefit from the sale of EVERY PIECE!

Peter Jones China, who have exclusively commissioned this mug will send the RNLI a contribution of £2.00 from the sale of every Grace Darling mug illustrated here. When we sell 2,500 mugs it will raise £5,000 for the RNLI.

A fitting tribute

These contributions could go

towards a new lifeboat probably to be named 'Grace Darling' and which will see active service from North Sunderland in Northumberland.

Each and every contribution will therefore help today's lifeboatmen in their pursuit of saving others from the sea. **Please remember** – The Lifeboat Service is supported wholly by voluntary contributions.

Coalport China

Since 1750 Coalport have been famous for their standards of excellence – and Peter Jones China have chosen them to produce this fine bone china Grace Darling commemorative mug. It illustrates on one side the brave rescue made by Grace and her father William, the reverse side shows in fine detail the RNLI flag and the launching of a lifeboat. An attractive backstamp is also featured. Height 3" approx. Price £25 + £2 P&P.

A Limited Edition of just 2500

This Coalport commemorative mug

will be produced in a limited edition of just 2500. Each mug will display the limited edition size on its backstamp and will be accompanied by an authenticating certificate. Surely this limited edition mug is a piece to cherish.

Please order promptly ...

to avoid disappointment. **Please remember when you buy this mug you are actively helping to support the RNLI.** Please allow 28 days for delivery.



The interesting back stamp

Peter Jones China Ltd. P.O. Box 10, 22 Little Westgate, Wakefield, West Yorkshire WF1 1LB, England. Telephone (0924) 362510 Reg in England No. 783518

ORDER FORM

To: **Peter Jones China Ltd.** P.O. Box 10,
22 Little Westgate, Wakefield, West Yorks,
WF1 1LB England. Tel. (0924) 362510

Please accept my order as follows:

F G H

Description	Price	P&P	Qty Req'd
Grace Darling Mug	£25	£2	

A generous donation
from the sale of EVERY
Grace Darling mug
will go to the
RNLI

Sub Total

Add P&P

TOTAL

Overseas Postage & Packing £6/\$11 for each mug

I enclose cheque/postal order for £
made payable to Peter Jones China

or please debit my credit card Account

No: _____

with £ _____ Expiry date of card _____

Date _____ Signature _____

Name _____

Address _____

Postcode _____

Credit card holders may place orders direct, day and night,
seven days a week, by telephoning Wakefield (0924) 362510
and quoting their card number, name and address. Please
ensure that the address given is that of the card holder.

