



The Lifboat

Summer 1989

Annual presentation of awards

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Seven new lifeboats handed over



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The Lifeboat

Summer 1989

Royal National
Lifeboat
Institution



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COVER PICTURE

by Maggie Murray

The ten bronze medallists who received their awards at the 1989 meetings in London pictured aboard the Tyne class lifeboat *The Famous Grouse* shortly before the ceremony.

Next Issue: The Autumn issue of THE LIFEBOAT will appear in October 1989, and news items should be received by the end of August 1989.

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Newspoint

Independence and confusion

In his annual address the retiring chairman touched on a matter which is assuming more importance to those who are concerned with the lifeboat service – the matter of recognition in the eyes of the public.

While the Institution does not seek publicity for its own sake, it is a matter of some concern that many people still confuse the work of the lifeboats with that of other search and rescue organisations.

Perhaps the RNLI is partly a victim of its own success – the service runs such modern, efficient boats and its professionalism is such that it belies its voluntary status. But, if allowed to continue, such confusion could erode our ability to raise the voluntary funds which we so need and is an, admittedly unintentional, slight on the dedication of the lifeboat crews.

The report of the service by two lifeboats to the cargo vessel *Secil Japan* in this issue is one example which springs to mind. It brings home the conditions in which our lifeboats operated, yet many media reports did not even mention the lifeboats and their valiant work at the scene.

In this case it is perhaps fair that the helicopters which winched all but one of the crew to safety should have received the lion's share of the media coverage, yet even the committed lifeboat supporter could have taken some days to discover that lifeboats had been at work had they relied solely on media coverage.

Even after 25 years of inflatable RNLI lifeboats there is still confusion in some quarters – one daily newspaper still seeming to think until quite recently that some kind of national in-shore rescue service operated entirely separately from the RNLI's fleet of all-weather boats.

The Institution's Public Relations Department is constantly informing all sections of the media of the true facts about the RNLI, and writing to correct misconceptions still harboured in some quarters. It cannot win this battle alone and the message is clear, we must all constantly hammer home the message:

The RNLI is independent, although working closely with other search and rescue organisations, and it is entirely funded by voluntary contributions and its lifeboats manned by volunteers.

The RNLI goes about its business in a quiet and professional way. It does not seek glory, but recognition of its status would be much appreciated.

Ballyglass fills the gap in Ireland's cover

The Institution will have an entirely new lifeboat station in operation on the north-west coast of the Republic of Ireland this autumn.

The station, at Ballyglass Co. Mayo will be opened initially for a 12 month evaluation period and fills a gap in the RNLI's current declared coverage to the UK Government Search and Rescue Committee between the Over 10m lifeboat stations at Arranmore (Tyne class) to the north and Galway Bay (Arun class) to the south.

New RNLI chairman

Mr Michael Vernon was elected Chairman of the RNLI at the meeting of the Committee of Management held on 29 June 1989.

He succeeds the Duke of Atholl who had been chairman for the past ten years.

Mr Vernon joined the Committee of Management in 1963 and was appointed a Vice-President in 1975, becoming a Deputy Chairman of the Institution in 1980.

He served with the Royal Marines from 1944 to 1946 before his business career with Spillers Ltd, of which he was chairman from 1968 to 1980.

Mr Vernon was Commodore of the Royal Ocean Racing Club from 1965 to 1969 and is a member of the Royal Yacht Squadron.

Michael Vernon is married with four children and lives in Hampshire.

When it becomes fully operational the station will have taken only some 12 months to establish once a suitable location – both geographically and from the point of view of manning – had been established.

Ballyglass will be an 'afloat boat' station, and initially will be allocated Arun class ON 1052, 54-07 *City of Bradford IV*, from the relief fleet (ex Humber, ex Thurso) on temporary station duty.

The lifeboat is due to sail in July 1989, after survey at Buckie, Scotland, for a passage to Poole with half of the new crew. The remaining half of the crew will join them there for an intensive training course, and she will sail for the station in the third week of August – taking the second half of the crew.

Once at Ballyglass a working-up period will commence under the supervision of the divisional inspector, with the assistance of a staff coxswain, and the lifeboat is expected to be operational during October.

The last new Over 10m lifeboat station to be opened by the RNLI was at Alderney, Channel Islands, in 1984.

Workington lifeboat to be hoist by her own gantry

An entirely new method of launching an RNLI lifeboat is being planned for the station at Workington in Cumbria.

Workington's current 47ft Watson lies afloat in a less-than-convenient position and is subject to launching limitations at low water. With the need for a new, fast lifeboat at the station in the future the Institution has been looking at ways in which the situation can be improved, and after detailed consideration has come up with a novel solution.

The plan is to keep the new boat, a 47ft Tyne class, ashore in a boat house and to launch her over the quayside when needed. The idea was originally described as 'davit

launching', but the sophisticated method is so far removed from the traditional idea of davits that the more apt term 'gantry launching' has now been adopted.

The project calls for the building of a boat house on part of the quay wall surrounding a tidal basin where there is sufficient depth of water to launch the boat at all states of tide.

Ideas for a building large enough to house a gantry which enabled the boat to be lifted and rolled out to the quayside have been abandoned due to the huge size of the structure involved, and a decision has been made to use an outdoor gantry running on rails – rather like a container crane – to launch and recover the boat, and to make use of a trolley to move her from the gantry into a more conventional-size boathouse.

The building is to be set on supporting piles between some existing sheet piling and the quayside and this area is to be back-filled with rockfill, although the cost of this is to be shared with the dock authorities.

The undertaking will be expensive, but after exploring every other option the gantry system has been adopted as the only practical method of ensuring that Workington's next lifeboat can be launched efficiently and safely.

New Chief Coastguard

Cdr Derek Ancona FBIM MNI RN (RETD) succeeded Captain Harris as Chief Coastguard on 13 July 1989.

Cdr Ancona joined the Coastguard in 1983 after five years in the Merchant Navy and 25 years in the Royal Navy. For the last five years he has served as Regional Controller, Aberdeen Search and Rescue Region.

Explosive stuff

The Institution receives co-operation from many bodies in the course of its work, and a recent example from Cornwall illustrates the number of small savings and gestures of help which are made available.

An annual licence is required to store explosive flares at lifeboat stations, for which there is a fee. However when sending a cheque to Cornwall County Council for the Padstow station's licence Honorary Secretary Ralph Chalker remarked that he was surprised that a voluntary, life saving organisation should be asked to pay the fee, which had been recently increased.

Some days later Ralph heard from the council:

'While the legislation does not allow for exemption of your organisation,' wrote the Chief Fire Officer and Explosives Officer, 'I have considered your comments and decided that, in future, the fee will be waived and your cheque is returned herewith.'

More good news followed: 'This decision, of course, will affect all other lifeboat stations in the county...'

With the precedent set, perhaps other counties may consider following suit?

RNLI plans for the future of the Poole headquarters

Fifteen years after its move to Poole the RNLI is facing logistical problems in its headquarters building, and urgently needs more space to cope with the continually increasing demands on the lifeboat service, and the increasingly complex and technical nature of those demands.

In the early 1970s the RNLI was able to sell its London and Boreham Wood premises to finance a modern headquarters and depot in Poole. At the time the financial climate limited the size of the new building, but extra land was bought alongside the office site in anticipation of increasing demand on the service.

Increasing demands

That demand has now shown itself in a massive increase in lifeboat rescues, a doubled boat building programme, new lifeboat designs – both in service and on the drawing board – and an accelerated lifeboat station improvement programme. Fund raising is also a mammoth task, and although the RNLI's income has increased dramatically more money is still needed, and this must be raised in an increasingly competitive and complex charity world.

New office technology and facilities have all been used to cope with the increasing requirements, but the 1970s building is now completely full, and the Committee of Management has decided that the only way to take the RNLI efficiently into the 21st century is to erect an additional building alongside the existing one.

The Institution's aim is to develop the 'spare' land bought in the 1970s and currently used as a car park, adding a new,

The Euro connection

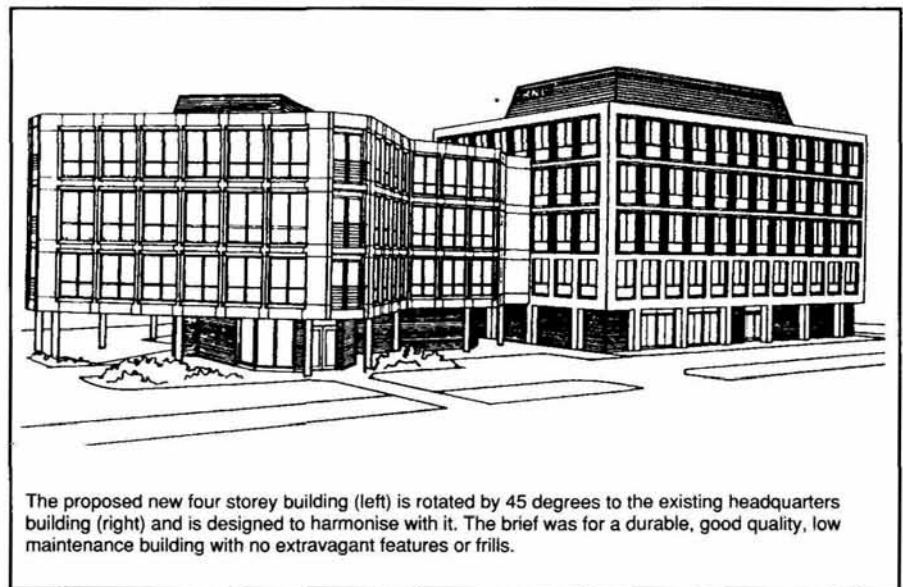


Richard Simmonds, Euro MP for Wight and Hampshire East (centre) with RNLI Chief Accountant Roger Priestley (left) and Jack Barr, Managing Director of FBM Marine during their visit to FBM.

With '1992' drawing closer events in the European Community are assuming even greater importance for the Institution – and of particular interest is the preservation of the RNLI's zero-rated VAT status in the 'harmonised' community.

Two Euro MPs recently visited RNLI establishments to bring themselves up-to-date with the Institution's affairs – Bryan

Cassidy (Dorset East and Hampshire West) toured the Poole headquarters and depot on 24 April 1989, and Richard Simmonds (Wight and Hampshire East) visited the Institution's Cowes base with Chief Accountant Roger Priestley on 5 May 1989, before going on to see new Mersey and Tyne class lifeboats under construction at nearby FBM Marine.



The proposed new four storey building (left) is rotated by 45 degrees to the existing headquarters building (right) and is designed to harmonise with it. The brief was for a durable, good quality, low maintenance building with no extravagant features or frills.

smaller building designed to harmonise with the existing one and providing a similar standard of accommodation.

Provision is to be made for the new technology, such as proper computer facilities, which now play a large part in much of the RNLI's work.

While the Institution recognises that it must have adequate headquarters facilities it is reluctant to divert funds from its work, particularly the provision of new lifeboats and improvements for lifeboat crews, and is therefore seeking one or more partners to help fund the new building.

The Institution's brief was for 'a durable, good quality, low maintenance building with no extravagant features or frills'.

Plans for the new, four storey structure show it rotated by 45 degrees to the present five storey building to minimise loss of daylight. At ground floor level much of the space within the building 'envelope' has to be allocated to car parking to meet planning authority requirements – which also call for comprehensive landscaping of the site.

Outlined planning permission has already been received and a design team appointed. A full planning application was lodged in March 1989, and tenders invited for July 1989.

The RNLI's decision on tenders is expected in September 1989, with building work to start in October and completion of the building at the end of 1990.

New depot at Thirsk

On 14 April 1989 the new Northern Fundraising Stores Depot at Thirsk was opened officially at a ceremony attended by The Duke of Atholl, chairman of the RNLI, and Lt Cdr Brian Miles, the director.

The depot had been based near Pately Bridge, Harrogate for 16 years, but the rapid growth in turnover of souvenirs, publicity and fundraising support material necessitated larger premises.

The new depot, on an industrial park in Thirsk, North Yorkshire, provides easy access to all the areas to be covered.

After the official opening, and the unveiling of a commemorative plaque by the chairman, His Grace was shown round the new premises by Terry Burden, the manager of the depot. In addition to the usual stock of fundraising supplies a pictorial display and model and inflatable lifeboats were on show in readiness for an Open Day the following day.



His Grace the Duke of Atholl, chairman of the RNLI, unveils a plaque to commemorate the official opening of the new Thirsk Fundraising Depot on 14 April 1989. (Photo Yorkshire Evening Press)

The Open Day on 15 April was a great success, with glorious weather and supporters, guild members and the general public turning up in their hundreds to see the new venture.

The attractions included displays by the Redcar inflatable lifeboat crew, coastguard, police and fire brigade with a treasure hunt,

model boats and bouncing castle attracting the younger visitors.

All the new depot staff, together with some regional office staff from the North East, North West and Scotland were on hand to help and to meet the public, and everyone thoroughly enjoyed the day – which also added some £1,000 to the Institution's funds.

Record number of lifeboat launches in 1988

NEWS  EXTRA

1988 saw a record number of lifeboat launches, comfortably topping the 4,000 mark for the first time at 4,224. Although, as the chairman remarked during his address at the annual meetings (see report, opposite page), commercial craft still account for many of the more difficult and dangerous services some 59 per cent of this record total were to pleasure craft. A total of 1,343 lives were saved, 991 (73 per cent) of them from pleasure craft.

Other statistics from an analysis of the records for 1988 show that:

Pleasure Craft

- Yachts with auxiliary engines were the cause of 484 launches; sailboards 417 launches; large cabin powered craft 233 launches; yachts without engines 229 launches and sailing dinghies 164 launches. Manually propelled craft, such as rowing boats, canoes, air beds, surf boards and rubber dinghies accounted for another 284 launches.

- Lifeboats spent 3,174 hours at sea on services to pleasure craft – an average of 1.28 hours per service.

- Nearly £14.4m worth of craft were recovered. There were no salvage claims.

- More than half of all calls to powered craft were caused by mechanical failure, followed by 'vessel overdue', leaks and swamping.

- For yachts and multihulls stranding, machinery failure and meeting adverse conditions were the most common causes of calls.

- Calls to sailboards increased for the first time in three years, up 20.5 per cent from 346 in 1987 to 417 in 1988.

- Inflatable and rigid inflatable lifeboats carried out 62.8 per cent of the services to pleasure craft, launching 1,560 times.

Merchant Vessels

- Lifeboat launches to merchant vessels and tankers were up by 28 to 126 in 1988. 23 lives were saved and 104 people landed.

- More than a quarter (29 per cent) of the launches were to take off sick crewmen, 20 were the result of a man overboard and 16 because of machinery failure.

- More than half (56 per cent) of the services to merchant vessels were carried out in darkness, 21 per cent in winds over Force 7 and 37 per cent with helicopter co-operation.

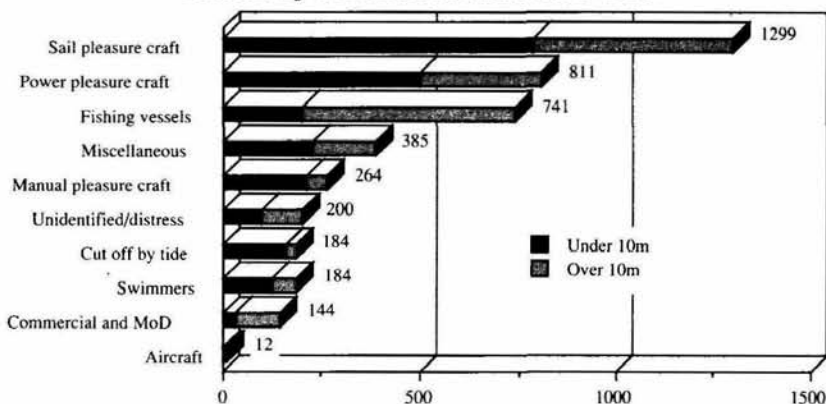
Others

- Lifeboats were called out 662 times to 'people not aboard a vessel', and saved 129 lives.

- These included 82 launches to people falling from a cliff (or similar), 173 launches to people and vehicles cut off by the tide and 148 to bathers, water skiers and divers.

- The majority of these services (67.4 per cent) were carried out by inflatable and rigid inflatable lifeboats.

Summary of Lifeboat Launches 1988



The South Bank Meetings 1989

The Annual General Meeting and Presentation of Awards for 1988

Once again the RNLI's annual meetings – held at the South Bank in London on 16 May – were able to reflect on a very successful 12 months for the Institution – indeed a year of records in many respects.

His Grace the Duke of Atholl, Chairman of the RNLI, was able to report a record income of £38.5m on one side of the account, which had financed a record number of lifeboat launches, topping the 4,000 mark for the first time at 4,224, built 45 new lifeboats and also enabled the Institution to reach its target of a reserve equivalent to 12 months operational expenditure.

In presenting the Institution's Annual Report to the morning meeting of the Governors of the RNLI for the tenth time The Duke of Atholl was making his last appearance as Chairman of the Institution, and was able to look back on not just 12 months of success, but a decade which had seen dramatic advances in the lifeboat service.

'I do not think anyone would disagree that it has been a volatile economic period for the country as a whole which has seen its difficult moments.'

'What is remarkable is that the RNLI has weathered every economic storm, and there has not been a single year of the decade when I have not been able to report that we have moved from strength to strength.'

'Maybe our imperviousness to outside forces is not so remarkable when you consider the nature of this organisation. We breed crewmen and we build boats that have proved time and again that they can withstand the very worst the elements can create, and in my ten years as Chairman I have learned that such fortitude rubs off in all other areas of our work as well.'

The Duke added that advances in the RNLI's fleet were reflected in the awards for bravery to be presented at the afternoon meeting.

'Each one is to the coxswain, helmsman or crew member of a modern, fast lifeboat and in every rescue the speed and manoeuvrability of their craft played an essential part in the successful outcome of the mission. I note that ten years ago, of the five medal services one was by an Atlantic 21 and the other four were carried out by conventional hulled nine knot lifeboats.'

Commercial vessels

Although the number of lifeboat services to pleasure craft were increasing the Chairman pointed out that the RNLI's 'traditional' role in rendering assistance to commercial and fishing vessels was still an important aspect of its work.

'Another conclusion I would draw from this year's medals is that commercial craft in distress are often the cause of our most difficult and dangerous missions. Seven out of the ten medals go this year for services to merchant or fishing vessels.'

'Moreover, although pleasure craft account for a reasonably large proportion of all launches and lives saved, lifeboats still spend 40 per cent of their total time at sea on calls to commercial craft.'

Reflecting on the increasing call on the lifeboat service the Chairman said:

'It would appear from the 1988 results that our lifeboats are needed more than ever. For the first time in our history the number of services rose above 4,000 – 4,224 to be precise.'

'It shows a 60 per cent increase in the workload of lifeboats since 1979, which to me is a remarkable fact. It also means that on average a lifeboat is launched every other hour throughout the year and with 1,343 lives saved, well over three people every day have the ultimate reason to be thankful to our crews.'

The past decade had also seen a massive

development programme aimed at introducing a new generation of fast lifeboat at every station around the coast, the Duke went on. In 1985 he announced the intention to complete this programme by 1993, and although it was a massive task he was able to report that he had every confidence in meeting the target.

'The source of that confidence is to a large extent the proving of the Mersey class lifeboat and its entry into our service.'

'We already have two aluminium-hulled versions on station at Hastings and Bridlington and I know both crews are delighted with their new boat. Eight more are under construction and will be on the coast next year.'

'Meanwhile the first fibre reinforced composite-hulled version of the class is undergoing the final stages of a highly successful trials programme, and we are almost certain to be building further Merseys out of this strong new material.'

Quest for speed

Elaborating on the quest for speed the Chairman posed a question, and went on to provide the answer, and to outline plans for the decades to come.

'How fast is fast? Well, we are not going to cease development just because we have achieved 18 knots in our all-weather boats. The Arun building programme is reaching its end, the 46th and last of the class being due for completion in 1990. The astonishing rate of building also means that the last Tyne we require will have been built by the end of 1990. The first one only went on station at Selsey in 1982 which means that by the end of last year we had completed 30 of the class in six years. Quite an outstanding achievement.'

'Hot on the heels of these two magnificent designs will come two, new 25 knot lifeboats. They are designed to replace the Waveney and eventually the Arun. We plan to have the prototypes of each class built by 1991.'

Modernising shoreworks

The meeting was also given an outline of another major task to be faced in the near future when the Chairman turned his attention to other aspects of the lifeboat service.

'The focus of our attention and the highest proportion of our expenditure always has, and always will, concentrate on the upkeep and provision of lifeboats. But boathouses and slipways are as vital a part of getting a lifeboat to sea as a tractor or launching carriage. And yet we are still using structures to house our modern lifeboats which were designed for the pulling lifeboats of the last century. The time is now long overdue for us to bring our boathouses out of the 19th century and prepare them for the 21st.'

'A study is in progress to decide on a list of building priorities but undoubtedly expenditure will rise under the accounts heading 'Lifeboat Stations and Slipways' over the next few years.'

Continued on following page

The South Bank Meetings

Continued

Buildings were also the theme for the next part of the Chairman's address, when he turned his attention to the Poole headquarters, and the need for an additional building.

'When the RNLI moved from London to Dorset in the early 1970s the financial climate limited the size of the building. We always suspected our work and head office activities would expand and bought enough land to allow for further accommodation. The need is now acute for a new three-storey building and we are busy looking for a sponsor to meet the construction cost.'

Fundraising record

Turning his attention to the accounts the Chairman pointed out the record £38.5m available income for 1988 which reflected the regard in which the Institution is held by the public, the tireless efforts of voluntary fund raisers and great support from legacies.

The RNLI's free reserves have now reached a level equivalent to a year's expenditure – a base upon which to plan and confidently to progress projects such as the two new, fast boat designs and boathouse modernisation.

The Duke of Atholl was able to report success for other ways of providing the RNLI's income, reflecting both on changes and the continuing nature of fund raising efforts.

'I think it is fair to say that over the past ten years the profile of charities in the media has risen dramatically. Band Aid and many other responses to world disaster have introduced the idea of charitable giving and fund raising to many more people than before.

'Also new methods are being used for fund raising, and the RNLI is not shy to experiment in this respect.

'Our membership scheme is flourishing. We recruited 15,380 newcomers to the scheme last year and brought in £1.6m in subscriptions alone. I am convinced that the more we broaden the base of our support in this way, the healthier we become.

'That is why our 1,959 voluntary branches and guilds are so vital. They raise money, spread the word and are, more often than not, the reason for the large bequests, gifts and outside fund raising efforts and promotions which produce whole lifeboats.

As usual, a lifeboat made the passage up the Thames to lie alongside the Festival Pier for the day of the meetings.

This year Tyne class 47-021 *The Famous Grouse* was on hand, and many of those attending the two meetings were able to go aboard for an inspection of one of the RNLI's latest lifeboats. Among them was ten-year-old John Fenwick, the winner of a Storm Force competition and a special guest at the meetings.



The Countess Mountbatten of Burma addresses the meeting prior to the presentation of awards at the Royal Festival Hall, London on 16 May 1989.

Before closing the meeting His Grace paid tribute to two prominent figures in the Institution who had died during the year.

'The RNLI suffered a great loss last year with the death of our Treasurer, His Grace the Duke of Northumberland, whose family has played such a major part in the history of the lifeboat service. We also mourn the death of Rear Admiral Desmond Hoare, late of the committee of management and of course the man whose inspiration brought into being the Atlantic 21 rigid inflatable lifeboat.'

As usual the afternoon presentation of awards was held in the Festival Hall, and those who had travelled to the meeting, some from long distances, were able to join the Countess Mountbatten in her congratulations for the lifeboatmen who had been awarded medals for gallantry and voluntary workers receiving their long service awards.

Introducing the meeting the Duke of Atholl repeated his morning message that this was to be his last meeting as Chairman of the RNLI, having agreed to hold the position for a maximum of ten years, and thanked all who had helped him during that time.

'No chairman could wish for a more dedicated, supportive or united workforce. After my first year as Chairman I described the RNLI at this meeting as the finest club in the country with members in every community. I am sure that we all still stand by that description. I do not believe, however, that any of us would have predicted how that club would have grown in ten years, nor the extent of its achievements.'

Greater dedication

Outlining the achievements of the year, as reported at the morning Governors' meeting, the Chairman went on to pay tribute to the bravery and skill of the lifeboat crews about to receive their awards, and to the dedication of the voluntary workers.

'The lifeboat crews of 1989 not only

carry on the proud traditions of seaman-ship, dedication and courage which have always been part of a lifeboatman's make-up. Today they need to show an ability to master complex machinery and electronic equipment as well. This means greater dedication still, as training plays a more important part and makes hefty demands on their time.

'I would never have imagined ten years ago that I would be congratulating this meeting on bringing in £38m. Had we known then how much we would need now, I wonder if just a few might have doubted that it could all be raised voluntarily? If such doubts existed I am delighted that we have proved them to be so convincingly without foundation.

'One of this Institution's strengths is its ability to balance tried and tested methods of fund raising with new ideas. That applies particularly well to our branches and guilds who know when to experiment but who also know that a lifeboat collecting box is as great a draw to the giving public as ever it was.

'Many of you will have seen that in meeting the Institution's requirements for funds in 1987, the RNLI appeared at the top of the Charity Aid Foundation's list of voluntary income earners. This only went to show something that I have always known: that our reputation with the public, our methods of fund raising and, above all, the people who employ these methods are second to none. Congratulations to all and may you continue to be inspired to meet the needs of this great Institution.'

Awards

The awards were presented by The Countess Mountbatten of Burma, and in welcoming her to the meeting the Chairman remarked on her family's close connection with the Institution:

'I know that those to be recognised for their bravery and service to the Institution today will deem it a great honour to re-



The ten recipients of the awards for gallantry take a photo-call aboard the Tyne class *The Famous Grouse* on the River Thames before the start of the day's proceedings. Visitors to

the meetings were later able to go aboard the lifeboat which remained alongside the Festival Pier for the day

ceive their award from such a distinguished guest, whose family has always had such a close association with the RNLI.'

Before presenting the awards (listed on the following pages) Countess Mountbatten expressed her pride at being invited to share the day with the members in the hall, and added her praise for the crews and voluntary workers.

'We have the most extraordinary tradition in this country of voluntary service and it is good to know that over 40 years of an excellent welfare state has not in any

way dimmed either the enthusiasm or the volume of work that is undertaken voluntarily.

'But of all that work nothing exceeds in importance, and I think in the minds and view of the public, the Royal National Lifeboat Institution.

'We have an enormous admiration for the heroic men who man our lifeboats. Our chairman has just told us that last year over 1,300 people were saved whose lives would be lost otherwise. I always find it very difficult to imagine figures as facts but I live in a village in Kent which is a medium sized village and has 1,500 people. So that if I think that almost all that village might not exist but for the Institution, that certainly puts it in a context that I can fully understand.

'It would not be possible to carry on this work at all but for the extraordinary band of voluntary helpers who go out and raise the most extraordinary sums of money.'

Family connection

The Countess also remarked on the development of the new, faster lifeboats, and on her family's connection with their development.

'Many of you will remember the appeal which was run in my father's name to help finance the Medina project. Naturally it is disappointing that the concept could not eventually be made to work for the RNLI's requirements in its original form, but these things do happen, and one has to be prepared for that.

'However, the project was by no means

in vain. We will see many important lessons carried forward into exciting new designs. Moreover, I really do know it would have pleased my father that you have shared your findings with other countries and indeed that the Medina has found a useful lifesaving role in both Holland and Canada. That would have pleased him very much indeed.

The Presentations

Following the presentation by the Countess of ten bronze medals or bars to the Bronze medal, one Bar to the Gold Badge and 21 Gold Badges Raymond Cory, Deputy Chairman of the RNLI, proposed a vote of thanks to Countess Mountbatten for attending what he called the RNLI's 'family party' and for presenting the awards. Referring to the Countess's family connections with the Institution to which she had already mentioned he added:

'These awards represent three aspects of the lifeboat service, namely courage, dedication and hard work, and I suggest that they also represent the characteristics of you madam, and your noble family.

'Shortly before your father's tragic death an appeal was launched in his name to raise money to help the RNLI in its quest for greater speed for the offshore lifeboats. This quest continues today in the Fast Afloat Boat projects three and four, as it does in the memory of a great man.

'At the moment Ma'am you see us at our most formal selves but shortly over tea you will meet some of the crew and the voluntary workers in more relaxed surroundings and if ever you are near a lifeboat station there is a standing invitation to you, as there is to all our supporters, to call in and see them, see a modern lifeboat on its station, talk to the men and women who make this great service possible.'

Raymond Cory, Vice Chairman of the RNLI proposes the vote of thanks to Countess Mountbatten after the presentation of awards.



Full list of awards for gallantry and to voluntary workers on following page

Awards presented by Countess Mountbatten at the Royal Festival Hall on 16 May 1989

Bronze Medals for Gallantry

Helmsman Alan Clarke, Hunstanton, Norfolk.
On 7 February 1988 the Hunstanton Atlantic 21 class lifeboat *Spirit of America* took off an injured man from the motor fishing vessel *Portunus* which was under tow in the Wash, eight miles from the station.

Helmsman Alan Clarke was awarded a bar to his bronze medal, awarded in 1985, in recognition of his courage and seamanship for a service carried out in severe gale Force 9 winds, short steep seas and total darkness.
(Full report in *THE LIFEBOAT*, Spring 1989 issue)

Coxswain/Mechanic Peter Thomson and Helmsman Nicholas Botham, Whitby, Yorkshire.

On 9 April 1988 the Whitby Waveney class lifeboat *The White Rose of Yorkshire* and the D class inflatable lifeboat both launched to the yacht *Cymba* reported 'capsized' near Whitby Rocks.

Coxswain Thomson and Helmsman Botham displayed courage and seamanship when rescuing one of the crew and recovering a body from the casualty in a fresh northerly breeze and heavy breaking seas.

(Full report in *THE LIFEBOAT*, Autumn 1988 issue)

Coxswain William Sinclair, Kirkwall, Orkney.

On 13 September 1988 the new Kirkwall Arun class lifeboat *Mickie Salvases* rescued two crew members from the bulk cement carrier *BC Mercurius* and saved the vessel from being driven ashore in a Force 8 gale near Noup Head.

Coxswain Sinclair displayed a high standard of seamanship while carrying out this long and arduous service and was voted a bar to his Bronze medal, awarded in 1984.

(Full report in *THE LIFEBOAT*, Spring 1989 issue)

Crew Member Graham Raines, Hayling Island, Hampshire.

On 9 October 1988 the Hayling Island relief Atlantic 21 class lifeboat went to the assistance of the yacht *Dingaling* on passage from Cowes to Chichester with a crew of six, two of whom had been washed overboard.

Crew Member Raines displayed courage and selfless determination when he entered the water to support a survivor in the most arduous circumstances.

(Full report in *THE LIFEBOAT*, Spring 1989 issue)

Coxswain John Catchpole, Lowestoft, Suffolk.

On 19 October 1989 the Lowestoft Tyne class lifeboat *Spirit of Lowestoft* launched just after midnight and proceeded to the coaster *Medina D* which was stranded and taking water five miles north of Lowestoft.

This service was performed with consummate skill, and with a high level of seamanship displayed by Coxswain Catchpole. In gale force winds and high, rough and breaking seas he approached the stricken casualty in the dark and, in poor visibility with driving rain and spray, took off the crew of five only minutes before the vessel capsized and sank.

(Full report in *THE LIFEBOAT*, Spring 1989 issue)

Coxswain/Mechanic Thomas Ralston, Mallaig, Inverness-shire.

On 27 October 1988 the Mallaig Arun class lifeboat *The Davina* and *Charles Matthews Hunter* successfully towed the motor fishing vessel *Galilean* to a safe mooring at Loch Nevis in Force 11 northerly winds and stormy conditions. The crew of two were rescued and the vessel saved.

Coxswain Ralston displayed great determination and courage and a high degree of skill in taking the lifeboat into a hazardous area and then manoeuvring both lifeboat and casualty to safety.

(Full report in 'Lifeboat Services', this issue)

Coxswain/Mechanic Hewitt Clark, Lerwick, Shetland.

On 13 January 1989 Lerwick's Coxswain Hewitt Clark saved the lives of three men aboard the fishing vessel *Boy Andrew* as she began rapidly to sink in rough seas after being towed clear of rocks.

A fourth man who fell between the casualty and the lifeboat would have been lost without prompt evasive action by the coxswain. The lifeboat had earlier assisted in passing a tow line and taking survivors off the rocks in difficult circumstances.

(Full report in 'Lifeboat Services', this issue)

Coxswain/Mechanic Malcolm MacDonald, Stormoway, Isle of Lewis.

On 13 February 1989 Coxswain MacDonald, who already holds the RNLI's silver medal for bravery, succeeded in holding his lifeboat alongside a swamped fishing boat long enough for her two crew members to be snatched to safety.

This was on an evening when gusts of 110 knots were being recorded in the Little Minches, and in spite of a 15ft swell, driving spray and rain and wind so strong that his crew had to turn their heads downwind to breathe.

(Full report in 'Lifeboat Services', this issue)

Coxswain/Mechanic David Chant, St Davids, Dyfed.

On 26 February 1989 St David's 47ft Tyne class lifeboat *Garside* was launched following distress calls from the MFV *Stephanie Jane*, which had lost power and was dragging her anchor five cables south of the South Bishop lighthouse.

In winds of severe gale Force 9, gusting to hurricane Force 12 with very rough seas, and close to rocks, Coxswain/Mechanic David Chant skilfully positioned the lifeboat so that a towline could be passed to the fishing vessel.

After a tow lasting four hours, the fishing vessel was safely berthed and her crew landed at Milford Haven.

(Full report in 'Lifeboat Services', this issue)

Awards to Voluntary Workers

Bar to Gold Badge

Mr John P. McWhirter

Honorary Secretary *Campbeltown station* 1969-1989, Assistant Honorary branch Secretary 1948-1969, Acting Launching Authority 1938-1948.

Awarded Gold Badge 1986, Binoculars 1980, Silver Badge 1970.

Gold Badge

Mrs J.E. (Annette) Mustard

President *Renfrew Ladies' Lifeboat Guild* 1963 to date, Honorary Secretary 1967-1973.

Awarded Silver Badge 1978.

Mrs Connie Waite

President *Barrow-in-Furness Ladies' Lifeboat Guild* 1988 to date, Honorary Treasurer 1985-1988, Committee Member 1980-1985, Honorary Secretary 1959-1980.

Awarded Silver Badge 1970.

Mrs Dora Hutchinson

Chairman *Altrincham and Bowdon Branch* 1969 to date, Honorary Secretary 1965-1969, Assistant Honorary Secretary 1961-1965.

Awarded Silver Badge 1977.

Mrs A. Mavis Bowers

Committee Member *Port Erin Ladies' Lifeboat Guild* 1989 to date, President 1968-1989, Honorary Secretary 1954-1968.

Awarded Silver Badge 1965.

Mrs H. (Irene) Watson

Chairman *Hedon Ladies' Lifeboat Guild* 1979 to date, Secretary 1966-1979.

Awarded Silver Badge 1980.

Mrs Mary Rowe

Secretary *Redhall (Whinmoor) Branch* 1968 to date, Chairman 1967-1968

Awarded Silver Badge 1978

Mr John P. James

Honorary Treasurer *New Quay Station Branch* 1963-1970, Honorary Secretary *Haverfordwest* 1970 to date.

Awarded Silver Badge 1976.

Mrs Pauline B. Thompson

Honorary Secretary *Penarth Ladies' Lifeboat Guild* 1962 to date. Awarded Silver Badge 1974.

Mrs Elizabeth Snow

Chairman *Derwent Branch* 1967 to date. Awarded Silver Badge 1979.

Mrs Peggy Bibby-Cheshire

Honorary Treasurer *Great Yarmouth and Gorleston Ladies' Lifeboat Guild* 1958 to date.

Awarded Silver Badge 1970.

Mrs R. W. (Margaret) Adam

Chairman *Poole Lifeboat Guild* 1969 to date.

Awarded Silver Badge 1979.

Mrs Eleanor Foley

Chairman *Dun Laoghaire Station Branch* 1988 to date, Branch Committee 1974-1988, Honorary Secretary *Dun Laoghaire Ladies' Lifeboat Guild* 1950-1974.

Mr Magnus S. Shearer JP

Honorary Secretary *Lerwick Station Branch* 1968 to date.

Awarded Binoculars 1979

Mr William Noss-Clyne

Chairman *Wick Station Branch* 1966 to date, Vice Chairman 1961-1966.

Awarded Binoculars 1972.

Mr R. W. Bewley Bainbridge

Honorary Secretary *Berwick-upon-Tweed Station Branch* 1973 to date, Assistant Honorary Secretary 1942-1973.

Awarded Binoculars 1983.

Mr T. (Lawrence) Wilson

Honorary Secretary *Girvan Station Branch* 1976 to date, Honorary Treasurer 1963-1976.

Awarded Statuette 1979.

Dr Peter Campbell MB CHB RD (SURG CDR RNR)

Chairman/Honorary Medical Advisor *Helensburgh Station Branch* 1965 to date, Deputy Launching Authority 1970 - 1980.

Awarded Statuette 1981.

Dr W. Alistair Baird

Chairman *Portpatrick Station Branch* 1969 to date, Honorary Medical Advisor 1969-1981.

Awarded Statuette 1980

Mr Mike W. Chapman FRIC AIAS

Honorary Secretary *Lowestoft Station Branch* 1968 to date.

Awarded Barometer 1980

Mr Richard Rimington

Honorary Treasurer *Port Erin Station Branch* 1987 to date, Honorary Secretary 1968-1986.

Awarded Binoculars 1979.

Dr Patrick T. K. Liston

Honorary Medical Advisor *Wicklow Station Branch* 1948-1988, Chairman 1967-1970, Honorary Secretary 1970-1971.

Special awards of Record of Thanks

Lt Cdr Peter M. Fulton MBE RD RNR, Honorary Instructor (Communications) and Training Advisor.

Lt Cdr Fulton has worked in an honorary capacity and has written the *Radio Operations Handbook*, compiled manuals on many subjects and piloted the whole principle of mobile radio training.

Royal Hospital Chelsea

The pensioners of the Royal Hospital Chelsea have been awarded a Record of Thanks for their tireless efforts in raising funds for the RNLI.

Lifeboat Services



PRAISE FOR 'EXCELLENT LOCAL KNOWLEDGE OF NOTORIOUS AREA'

Four saved from MFV among rocks in hurricane-force gusts



Bronze Medal

Coxswain David Chant of the St Davids lifeboat, Dyfed, has been awarded the Institution's Bronze medal for bravery following the rescue of four fishermen in severe gales on 26 February 1989.

The St Davids' 47ft Tyne class lifeboat, *Garside*, was launched at 0940 following distress calls from the MFV *Stephanie Jane*, which had lost power and was dragging her anchor just south of the South Bishop lighthouse.

Michael Vlasto, inspector of lifeboats for the Western Division said in his report:

'In this long service, in extreme weather conditions, Coxswain Chant showed considerable courage, boat handling skill and good seamanship. The satisfactory outcome of this service was largely due to Coxswain Chant's excellent local knowledge of this notorious area.'

For their part in the rescue Second Coxswain Malcolm Gray, Assistant Mechanic David Bateman, and Crew Members Edward Bateman, Michael Morris, Kenneth Broaders and Derek Rees have been awarded medal service certificates.

Dragging

Milford Haven Coastguard first alerted St Davids' Honorary Secretary at 0930 on Sunday, 26 February 1989. The 68ft MFV *Stephanie Jane* had lost power and was dragging her anchor, half-a-mile south of the South Bishop lighthouse, and just ten minutes later the 47ft Tyne lifeboat *Garside* was launched down the slipway under the command of Coxswain/Mechanic David Chant.

The wind was NW at Force 8/9, with very rough seas and a heavy ground swell. The tide was running north at 6 knots, and visibility was generally good – although heavy spray was being taken aboard.

Coxswain Chant set a westerly course across Ramsey Sound and once clear of Ramsey Island, such rough sea conditions were encountered that the crew strapped themselves into their seats.

The lifeboat maintained full operational speed, adjusted as necessary for large waves which were estimated at 20-30ft.

Despite a careful choice of course through the rocks the lifeboat was thrown over on her beam ends by the strong and turbulent seas in the vicinity of Daufrach.

Coxswain Chant held his course and at

St Davids North West Division

0955, as the lifeboat approached Bishop Rock lighthouse from the NE, the casualty was sighted lying at anchor, rolling heavily and dragging towards rocks some 200ft away.

The wind had increased to Force 9 by this time, with gusts of 65 knots (Force 12), and the seas were very rough with waves some 30ft high and a heavy swell from the west.

First attempt

The casualty had no power, and would have to slip her anchor cable before a towline could be taken. As she was so close to rocks, it was essential that the tow be passed successfully at the first attempt. As the lifeboat crew prepared the towline on deck under

difficult conditions Coxswain Chant manoeuvred the lifeboat to within feet of the fishing vessel's port bow. Both vessels were rolling violently, but with expert use of the engines, the towline was passed successfully and the tow commenced at 1036, the lifeboat making 7 knots towards Milford Haven. Progress was slow due to the extremely rough sea conditions, the strong flood tide running north and the need to avoid the worst currents and overfalls.

Landed

At 1351 the towline jumped off the quarter post, but the deck crew were able quickly to secure it again.

A tug had been asked to stand by at the entrance to the Haven, in case the towline parted in the very bad conditions off the entrance, but it was not needed, and once in the lee of the Haven the two vessels were able to proceed to Milford dock where the four survivors were landed.

The lifeboat was refuelled, but because of the adverse conditions, was not able to return to station, and it was 1020 on the following morning before the lifeboat had been re-housed, refuelled and readied for service.

The MFV *Stephanie Jane* is brought alongside in Milford dock by the St Davids' Tyne class lifeboat *Garside*, visible above the casualty's bow.
(Photo Western Mail and Echo)





Ferry aground in North Sea

Cromer – East Division

An arduous service by Cromer's Tyne class lifeboat to a 5,000 ton roll-on, roll-off ferry which was aground in bad weather has earned the Coxswain, Richard Davies, a letter of appreciation from the RNLI's chief of operations.

The lifeboat, *Ruby and Arthur Reed II*, was launched at 2300 on 14 February 1989 when the *Tor Gothia* reported she was aground on the Mid Haisbro sands and needed immediate assistance. Extra crew were taken aboard the lifeboat in view of the size of the vessel and the weather conditions – a SW Force 6 to 7 wind, rain and 20ft to 30ft seas.

The 18-mile passage to the casualty took some 35 minutes, and on arrival the lifeboat found 'confused and boiling seas' around the vessel, which drew 15ft but was in some 10ft of water.

After checking all around the vessel the lifeboat stood by until a tug arrived at 0445. Despite a broken throttle cable the coxswain then transferred an officer from the tug to the ferry in difficult conditions – earning the praise of the tug's master for his expertise – and waited for the Sheringham lifeboat to arrive at the scene before setting course for Great Yarmouth to repair the cable and refuel.

Ruby and Arthur Reed II was back at the scene by 1130, shortly after the ferry had managed to refloat herself and checked the ferry for damage before the *Tor Gothia* continued her passage to Immingham at 1230.

It was not until 1400, more than 13 hours after launching that she was back on station and ready for service.

Crew rescued from fishing vessel in Force 11 winds and total darkness

Coxswain/Mechanic Thomas Ralston of Mallaig has been awarded the Institution's Bronze medal for rescuing two men and their fishing boat in darkness and winds of Force 11 last autumn.

In his report Tony Course, divisional inspector of lifeboats for Scotland South, said: 'This was a difficult and dangerous service. Coxswain Ralston displayed great determination, courage and a high degree of skill throughout.'

The crew of the lifeboat that night, Assistant Second Coxswain Albert McMinn, Acting Assistant Mechanic George Laurie, Second Assistant Mechanic Derek Fowler and Crew Members E. MacLellan, Roderick MacKenzie and Alasdair Sinclair, have been awarded bronze medal service certificates.

At 1824 on Thursday, 27 October 1988 Mallaig lifeboat station received a call for help from the fishing boat, *Galilean*, which was disabled and dragging her anchors close to the southern shore of Loch Nevis.

Just eight minutes later Mallaig's 52ft Arun class lifeboat *The Davina and Charles Matthews Hunter* slipped her mooring and set out on service.

Storm force

The weather had deteriorated in a very short space of time and it was now overcast with northerly storm force winds and heavy northerly seas driving into the harbour. Visibility was affected by spray.

Coxswain Ralston left the harbour at slow speed to allow the crew to secure themselves safely on deck, and this was just as well as minutes later Assistant Mechanic Lawrie was washed overboard off the port quarter by a large wave and only saved by his lifeline. He was quickly pulled back on board.

Once clear of the harbour the coxswain headed ENE into Loch Nevis, maintaining best speed in the heavy sea conditions, and



**Bronze
Medal**

Mallaig Scotland South Division

the crew aboard the lifeboat prepared for a tow as soon as conditions would permit.

At 1840 the lifeboat arrived at the casualty to find her slowly dragging two anchors close to Bo Ruag rocks, with her stern some 20ft off the shore. The conditions were atrocious with Force 11 northerly winds, a moderate sea and visibility seriously affected by driving spray.

The coxswain was concerned about submerged rocks which he knew were in the vicinity of the fishing vessel and decided to follow her route so far as possible, bow first to keep his propellers in the deepest water.

One crew member was placed on the radar to give guidance and the rest instructed to transfer the towline forward.

The lifeboat was carefully manoeuvred down wind heading south towards the anchored casualty, and the crew were able to pass the tow line by hand.

Tow transferred

When it was secure the lifeboat went astern, taking up the strain while the casualty slipped both her anchor cables.

Coxswain Ralston carefully moved astern until the radar showed the shoreline to be some 600ft away, and the tow was then quickly transferred to the lifeboat's stern.

The lifeboat could now work upwind to gain as much shelter as possible from the weather shore before heading south towards the harbour entrance. A second tow line was floated to the casualty and secured as a precaution.

The lifeboat arrived off Mallaig Harbour to find sea conditions too dangerous to attempt entry with a tow, and the coxswain advised Oban Coastguard that the casualty would have to be towed to Inverie in Loch Nevis, so the lifeboat headed north once again.

At 2049 the casualty was finally secured alongside a moored landing craft at Inverie, and the lifeboat was able to return to Mallaig with the two survivors aboard.

She arrived at 2130, landed the survivors, refuelled, and was ready for service.

Coxswain/Mechanic Ralston of Mallaig receives his Bronze medal for the service to the fishing vessel *Galilean* from Countess Mountbatten of Burma at the 1989 presentation of awards ceremony.



Three walkers... three lifeboats

Newhaven – South East Division
Eastbourne – South East Division

The difficulties of working close inshore in surf were vividly illustrated when Newhaven's Arun class lifeboat, her 'Y' boat and the Eastbourne D class were all involved in a service to save three people cut off by the tide.

The service began when Newhaven's Arun *Keith Anderson* launched at 1530 on 12 February 1989, called to walkers who had been stranded at Belle Tout, some seven miles east of the station.

Arriving at the scene some 20 minutes later the lifeboat found a 6ft to 7ft sea breaking on the beach. She could not approach it, so the 'Y' boat was launched to bring the casualties aboard.

Two of the walkers were safely transferred to the Arun, but on her next run ashore the small 'Y' boat capsized just yards from the shore, swamping its engine and throwing the two crew members in the water. They landed safely but were unable to restart the engine to bring the remaining casualty to safety.

However Eastbourne's D class inflatable was on engine trials nearby, and

after the Arun coxswain, Mike Beach, requested their assistance the D class approached the shore.

Helmsman Ian Stringer took the inflatable close inshore and anchored to veer in to the casualties – three attempts having to be made to make the anchor hold. Veering in to the beach successfully the D class took the remaining survivor on board, and although the 'Y' boat crew thought the engine would now start they too were pulled back out to the inflatable lifeboat's anchor for safety's sake.

The 'Y' boat and the remaining survivor were taken to the Arun, but the D class was then asked to search the shoreline – four



Heavy surf pounds Newhaven's 'Y' boat as she makes the first trip out to the Arun.
(Photo Terry Connolly, Seaford Gazette)

people having been reported missing and only three being recovered from the beach.

The fourth person was found to have waded to safety, and the D's final duty before returning home was to ferry a set of car keys ashore!

LIFEBOAT RESCUES CREW AND RETURNS TO SAVE BOAT

Eight men plucked from fishing vessel

Coxswain Albert Sutherland of the Fraserburgh lifeboat *City of Edinburgh* has been awarded the thanks of the Royal National Lifeboat Institution inscribed on vellum following a service in which the lifeboat rescued eight men and saved their 74ft fishing vessel in a gale and pitch darkness on 13 January 1989.

In his official report Mr Les Vipond, divisional inspector of lifeboats for Scotland North, praised Coxswain Albert Sutherland for his high standard of seamanship during this difficult service.

Certificates

For their part in the rescue vellum service certificates have been awarded to Second Coxswain James Sutherland, Mechanic Thomas Summers, Assistant Mechanic Charles Duthie, and Crew Members Alan Smith and Victor Sutherland.

The 47ft Tyne class lifeboat launched at 1645 on Friday, 13 January 1989 after Moray Coastguard had reported the fishing vessel *Mystic* taking in water and in need of help three miles north of Fraserburgh harbour.

Near the harbour the wind was Force 7 from the south, and created only a slight sea and low swell as some protection was afforded by the land.

Visibility was good but the sky was overcast and the night very dark. The casualty could not be seen, but Coxswain Sutherland picked her up on his radar and direction

Fraserburgh Scotland North Division

finder and steered towards her. The skipper reported that his vessel was listing badly and his crew were taking to the liferaft.

At 1655 the lifeboat approached the fishing vessel with the wind now Force 8, gusting 9, and against a 2 knot tide, producing a rough sea and an 8ft swell. The 74ft trawler lay stopped across the wind and tide, down by the head, with a severe list to port, and rolling heavily.

Equipment

A liferaft was secured to the starboard quarter, with seven men in it, and the skipper was trying to release the painter.

The coxswain manoeuvred around the casualty's stern, avoiding the liferaft and fishing equipment, and came alongside the after end of the trawler's shelter. The skip-

Thanks
on
Vellum

per was helped aboard the lifeboat and the coxswain immediately came clear of the casualty.

The liferaft was now clear of the fishing vessel, so Coxswain Sutherland put the lifeboat on the leeward side of the raft, and each time it was lifted by a swell a survivor was helped aboard the lifeboat.

When all the survivors were safe the lifeboat crew manhandled the liferaft onto the after deckhouse, and the coxswain headed for Fraserburgh harbour where she secured at 1706, passing the survivors and the liferaft into the care of the Fisherman's Association.

Tow

After the men were landed the coxswain and the skipper of the fishing vessel realised that the trawler was quite likely not to sink, and at 1716 the lifeboat cast off and headed back to the casualty.

Three attempts were needed to put two men aboard the trawler – the skipper of *Mystic* and Second Coxswain James Sutherland (brother of the coxswain) – so that a tow could be passed and secured.

Progress with the tow was slow, never more than three knots, as the heavily laden fishing vessel dived into the swell. Some shelter was found as the lifeboat approached the harbour, but despite this the tow parted as the lifeboat and trawler approached the entrance although it was soon reconnected.



Anglers all at sea

Three anglers in an ill-equipped 12ft open boat had a lucky escape at Penarth on 28 February 1989 when their anchor started dragging in a Force 7 wind and 8ft to 13ft seas and their outboard engine failed to start.

The station's D class inflatable was launched at 1254 and reached the men just six minutes later. In his return of service station honorary secretary Captain Graham Sommerfield emphasised how lucky the three had been, saying that in another five minutes they could have drowned as their boat was swept into heavy seas and swell off Lavernock Point.

In the event they were brought ashore in just over half-an-hour and their boat towed to safety.

The three were given some 'advice' by the Coastguard after their rescue, variously described in the local press as a 'ticking-off' and a 'rocket'.

The three anglers are brought ashore by Penarth's D class inflatable. (Photo courtesy South Wales Echo)

Service Update

Following the service by Cromer's Tyne class lifeboat to the yacht *Phaedra*, reported in the Winter 88/89 issue of THE LIFEBOAT, Coxswain Richard Davies has been awarded the Thanks of the RNLI inscribed on Vellum.



Crew snatched to safety seconds before MFV sinks under tow

Coxswain/Mechanic Hewitt Clark of Lerwick, Shetland, has been awarded a bar to his Bronze medal following the service to the fishing vessel *Boy Andrew* pictured in the Spring issue of THE LIFEBOAT.

For their part in the service Crew Members Robert Wiseman and Ian Tulloch will receive the Thanks of the Institution inscribed on vellum.

Medal service certificates have been awarded to the remainder of the crew: Deputy Second Coxswain/Assistant Mechanic Peter Thompson, Emergency Mechanic Ian Fraser and Emergency Mechanic Brian Laurenson.

The service began at 0501 on Friday, 13 January 1989, when Shetland Coastguard reported the fishing vessel *Boy Andrew* aground near Bressay Lighthouse, and that

Lerwick Scotland North Division

the crew had scrambled onto nearby rocks.

Eight minutes later the Lerwick lifeboat, the 52ft Arun *Soldian*, slipped her moorings in fine weather, with a light wind from the WSW creating only a slight sea over the low swell.

The casualty was found bows into a gully at Trebister Ness, in an area known as The Nizz, listing slightly to starboard and hard against the uncovered rocks – on which five survivors could be seen.

The lifeboat's inflatable 'Y' boat was launched to ferry the survivors out to the lifeboat. Two men had remained on *Boy Andrew*, and two of those now aboard the lifeboat were put back on the rocks so that they could scramble aboard and help secure a tow.

The lifeboat took up the strain on the line but the casualty did not move. A 200ft fishing vessel, *Altair*, arrived on the scene and offered her services, but it soon became clear that *Boy Andrew* was stuck fast on a falling



Bronze Medal

Crabber swamped in Force 12 winds

Coxswain/Mechanic Malcolm MacDonald of Stornoway, Isle of Lewis, has been awarded the Institution's Bronze medal for a service in which the Stornoway lifeboat rescued two men from a crabber which was being swamped in hurricane-force (Force 12) winds on 13 February 1989, in spite of a 15ft swell, driving spray and rain.

Les Vipond, divisional inspector of lifeboats for Scotland North, said: 'At a station whose services are frequently called upon in very bad weather, it is apparent that these were the worst conditions ever experienced by any of the crew. Coxswain MacDonald showed outstanding gallantry and a very high standard of seamanship. His leadership was also outstanding, inspiring his men to place themselves in a position of danger on the foredeck, totally relying on his judge-

Stornoway Scotland North Division

ment to keep them from injury.'

Medal service certificates have been awarded to: Acting Second Coxswain John MacLennan, Acting Assistant Mechanic Robert Hughson, and Crew Members Alec Murray, Kenneth Campbell, William Campbell, Kenneth Macleod and John Macdonald.

At 1700 on 13 February 1989 Stornoway's lifeboat, the 52ft Arun class *Sir Max Aitken II*, slipped her mooring on service to the crabber *Westward* which had anchored off Holm island and was dragging seawards in urgent need of assistance.

Hurricane

The wind was from the NW at hurricane force, and very heavy rain squalls were seriously affecting visibility. The air was full of spray up to 10ft above sea level, so Coxswain/Mechanic Malcolm MacDonald chose to use the upper steering position.

As the lifeboat headed SE towards the casualty the motion became increasingly violent as she left the lee of the land and the



The dramatic moment as Coxswain Hewitt Clark brings *Soldian* alongside the sinking *Boy Andrew* to snatch the survivors to safety. The helicopter winchman is about to make his leap for the lifeboat in this photograph – he slipped and fell between the boats and only the coxswain's immediate use of full power to pull the lifeboat clear saved him from being crushed between the boats. (Photo courtesy Ian Leask)

tide, so *Altair* put in to Lerwick to rig a towing bridle in readiness for the next flood.

Soldian's 'Y' boat took off the crew of *Boy Andrew* again, leaving only the skipper aboard, and stood by while a helicopter put pumps aboard the casualty.

At 0715 the lifeboat returned to Lerwick to land the survivors, sailing again some 50 minutes later to stand-by the casualty as the forecast indicated a rapid deterioration in the weather. By 1020 the wind was freshening from the SSE and the swell increasing.

At 1030 the 'Y' boat passed a messenger line to *Boy Andrew*, a crowd of spectators on the rocks making the use of a rocket line too dangerous. When *Altair* arrived on the scene the 'Y' boat passed her the messenger before being recovered by the lifeboat.

Altair took the strain on a 9in tow rope, but it parted immediately.

The wind was now SSE Force 6-7 and the sea rough with an 8-10ft swell. This precluding the use of the 'Y' boat, so the lifeboat made a close approach to the casualty and passed a heaving line to reconnect the tow.

The skipper was alone on the casualty so the helicopter transferred the mate of *Boy Andrew* and a crewman from *Altair*, the winchman also staying aboard the casualty.

After one abortive attempt, when the rope snagged in *Boy Andrew's* propeller, the tow line was secured and the coxswain took up station some 200ft to the west of the casualty, in case it parted again.

Boy Andrew was pulled clear at 1308, but she was down by the head, low in the water, and struggling to lift over the seas as she was towed astern.

The coxswain moved the lifeboat closer to the casualty's lee side and saw that she was

The lighter side

Lifeboats launch whenever it appears that they may be needed – but not all launches actually result in a rescue, and sometimes there may even be a funny side to the service.

During May Berwick upon Tweed's Atlantic 21 crew received a 'shout' at 2100 to investigate an object floating half-a-mile offshore in the gathering darkness.

The 'casualty' was located and landed an hour later – a deep freeze cabinet which was not really in distress!

However it could have been a person, to say nothing of the risk if a small boat had collided with it.

And of course there was the celebrated tale of the 'woman in the water' in Langstone Harbour in Hampshire... which, when rescued, turned out to be a life-size inflatable doll!

losing buoyancy forward and developing a starboard list. He moved in at full speed, crossing ahead of the sinking bow, towards *Boy Andrew's* weather side where he put the lifeboat's bow against the casualty's port quarter.

The three fishermen were pulled aboard, but the helicopter winchman slipped and fell between the two boats. Using full power the coxswain moved the lifeboat away before the winchman could be crushed between the boats – and the wash from the lifeboat's propellers carried him clear so that he could be retrieved by the helicopter.

By 1312 the casualty had sunk.

The lifeboat had suffered only superficial damage to her belting on the port bow and after the survivors had been landed at Lerwick she was refuelled and ready for service again at 1430.



Bronze Medal

breaking sea became progressively shorter and steeper. The coxswain had great difficulty in holding course as the lifeboat surfered down the seas and, when three miles off the land, he only just prevented her from broaching.

The casualty was sighted lying at anchor across wind and sea, rolling heavily and shipping seas across her open afterdeck. Her two-man crew were in the tiny wheelhouse forward.

The wind was now NW Force 12, and blowing over a very rough sea and a swell estimated at 15ft. Visibility was still poor, with the air full of driving spray and heavy rain.

The coxswain approached the casualty and

assessed the situation as best he could before backing away. Avoiding the anchor line, he manoeuvred upwind of the casualty while his crew rigged fenders on the port bow, and then chose three men to secure themselves to the foredeck using two lifelines each.

While she was manoeuvring into position the lifeboat's propellers were fouled by a line of creel pots which had been used by the casualty as a sea anchor, but the lifeboat's shaft-mounted rope cutters easily dealt with the line.

Coxswain MacDonald then approached the casualty and paused, waiting for a brief lull in the wind, but as none came he pressed on – as daylight was fading rapidly.

He placed his port bow close to that of the creel boat, without touching, and one survivor scrambled aboard into the arms of the foredeck crew.

The lifeboat was backed away while the survivor was transferred to the wheelhouse, and then the approach was repeated.

The second man was clearly distressed and kept returning to the wheelhouse, during which time the coxswain had to call on all his skill to keep his boat in position while both vessels were covered by driving spray and shipping seas.

Bruised

The men on the foredeck were bruised as they were flung against the rails, and they reported having to turn their heads downwind to breathe. The second man was finally hauled aboard, as the two boats eventually touched, at 1745.

The return passage was made at about 12 knots, to avoid severe motion for the sake of the survivors, and the lifeboat came alongside the quay at 1830.

Lifeboats stand-by stranded cargo vessel in severe weather

The chairman of the RNLI has written a letter of thanks to the coxswains and crews of the *Padstow* and *St Ives* lifeboats following a very difficult operation in storm-force winds.

At 2040 on Sunday, 12 March 1989 Falmouth Coastguard telephoned *Padstow* lifeboat station to inform them that the Panamanian-registered ship *Secil Japan*, then 17 miles NW of Trevoze Head, had issued a Mayday. Her cargo had shifted and she had a 20 degree list.

At 2053 the *Padstow* lifeboat, the Tyne class *James Burrough*, launched with the wind WSW Force 8, and rough sea conditions.

By the time the lifeboat had cleared Trevoze Head, which took 15 minutes, a helicopter from RNAS Culdrose had found the casualty to the south, seven miles off St Agnes Head. Course was set for the new position and full power applied into the sea.

Falmouth Coastguard then asked that the *St Ives* lifeboat be launched, and at 2148 the 37ft 6in Oakley class *Frank Penfield*

Padstow and St Ives South West Division

Marshall launched and set a northerly course at full speed to clear The Stones, as there was too much sea to use the inner passage through The Sound.

The wind was westerly Force 7 to 8 with a rough sea, but no difficulty was experienced by either lifeboat.

The pilot of the helicopter had been advising the captain of *Secil Japan* to keep in deep water, and not to head for a lee shore. But the captain continued to head towards the coast and eventually turned, dropped both anchors and shut down the main engine. He then asked that his crew be evacuated and a second helicopter was scrambled.

The coxswain of *St Ives* manoeuvred his

lifeboat ahead of the casualty, anchored and started veering down, but he encountered such large seas that he had to recover his anchor.

Padstow lifeboat arrived and also anchored, intending to fire a rocket line and rig the breeches buoy. However as the coxswain started to veer down a helicopter began winching the survivors off and so the *Padstow* lifeboat also recovered her anchor. Both coxswains decided to lie off whilst the helicopters winched the crew off.

Four crew were lifted off before the winching had to stop, as the line on the helicopter had parted several times.

By 2300 the wind had increased to Force 8 to 9, gusting 10, from the NNW.

Very rough seas were breaking over the casualty, which was taking the ground astern in the troughs, and the remaining 12 survivors refused to leave the shelter of the wheelhouse. Low water was at 0245, by when it was hoped that the casualty would be aground more firmly.

ATLANTIC FILLED AND BROACHED DURING SERVICE

Nine rescued from ketch ashore on sands near Chichester Bar

A difficult service which led to the rescue of nine people from a yacht aground on the East Pole Sands, just outside Chichester Harbour, has led to the chairman of the RNLI sending a letter of thanks to the helmsman of the Hayling Island Atlantic 21 class lifeboat, Roderick James, and to Crew Member Frank Dunster who took his own boat out to assist the Atlantic.

Letters of thanks from the chief of operations were also sent to crew members John Jones, Graham Raines and Robert Biggs who were aboard the Atlantic 21 and shore helper Christopher Driscoll who was aboard Frank Dunster's boat.

The first news of the casualty was at 1315 on 24 September 1988 when Hayling Island's deputy launching authority, Patrick Lamperd, was paged by Solent Coastguard MRSC and advised that the 41ft Sun Fizz ketch *Seaway Endeavour* was in difficulties just south of Chichester bar.

The ketch, with nine people aboard, had lost her steering and the engine had failed. The DLA agreed to an immediate launch and, on learning the number of people aboard the yacht, crew member Frank Dunster went to board his own boat, accompanied by shore helper Christopher Driscoll.

Hayling Island South East Division

At 1328 the Hayling Island Atlantic 21 lifeboat *Aldershot*, was launched and proceeded on service. On board were helmsman Roderick James and crew members John Jones, Graham Raines and Robert Biggs.

Breaking seas

The wind was from the SW, Force 7, with rough sea conditions, it was overcast with drizzle but good visibility. High water had been at 1100 and the Spring ebb was running south at 3 knots.

On clearing the harbour Helmsman James saw the casualty drifting into rough breaking seas 7ft to 10ft high on the East Pole sands.

The seas were made worse by wind against tide conditions and a heavy southerly swell left from earlier gales.

In view of the conditions Helmsman James requested the support of a larger lifeboat and Bembridge's Tyne class lifeboat, already at sea for a previous incident, was diverted by Solent Coastguard.

Helmsman James considered that the casualty was in such imminent danger that it was not possible to wait for the Tyne and prepared to effect a rescue before the casualty became engulfed in the shoal water.

While taking up position the Atlantic was caught by two heavy breaking seas. The first caused her to broach, and the second to fill with water and turn her through 180 degrees before control was regained.

Jet boat

By this time Frank Dunster had launched his own 28ft rigid inflatable *Hayling Rescue*, powered by a jet unit and with Christopher Driscoll aboard. He could see the difficulties experienced by the Atlantic 21.

The ketch continued to drift into the East Pole sands. Her anchor had run out to the bitter end of the cable, fouling the propeller, stopping the engine and jamming the rudder before breaking out of the chain locker.

The crew managed to lay out a kedge anchor, but this was not enough to stop the boat dragging into shallow water, beam-on to the breaking seas.

Frank Dunster, aboard *Hayling Rescue*, spoke to Helmsman James on the radio and they agreed it would be prudent to evacuate the crew as quickly as possible.

At 1244 Frank Dunster skilfully manoeuvred his boat alongside the casualty and

At 2315 both of *Secil Japan's* anchor cables parted, and her bow swung to port, putting her starboard side to the sea. At 2328 she lost all power and plunged into darkness. The deck cargo of timber shifted further and was eventually washed away, while the derricks broke loose and swung with the movement of the ship. The clanging of the derricks could be heard on board the lifeboats.

Winching

Just before 0200 the ship became more stable as low water approached and the helicopter managed to put a crew man on board the casualty. Winching started again but the first man to be winched raised his arms as he neared the helicopter door and slipped from the strop. He plunged 180ft into the surf and was lost. The remaining 11 men were winched into the helicopter by 0217, just 30 minutes before low water.

Both lifeboats were released and headed for their respective stations. Padstow's Tynne returned at approximately 8 knots, encountering rough seas on the way. St Ives' lifeboat took two very heavy seas which poured water into the radar, MF and VHF DF, all of which stopped working. She beached at her station at 0310 and the Padstow boat held off her slip until daybreak when she recovered.

Due to the extreme weather during this long service both lifeboats suffered damage

using her jet propulsion was able to wedge his boat alongside long enough to transfer five people aboard. Skilfully handled, his 28ft boat was able to withstand the long, heavy breaking seas, which caused the boats to range considerably.

The Hayling Island Atlantic 21 tended to be knocked away more readily by the seas, and as the casualty was continuing to drag into shallower and rougher water the operation became even more difficult.

Knocked away

Nevertheless, Helmsman James was able to position the bow of the Atlantic 21, head to sea and in contact with the casualty, just long enough to snatch the four remaining persons on board the lifeboat.

The transfer took a number of attempts as the Atlantic was frequently knocked away by the breaking seas. On the second attempt one survivor was taken aboard but fell into the water. He was immediately recovered.

It took a further three attempts to rescue the remaining people, and by the time the last one was transferred the casualty was grounding heavily in the troughs. The time was 1404.

The return passage to station was made without undue difficulty and the survivors landed at the lifeboat station to join those previously landed by *Hayling Rescue*.

The difficult service had been accomplished in just one hour from the first call, and at 1414 the Hayling Island lifeboat was rehoisted and made ready for service.

Frank Dunster was later able to salvage the ketch, using his own boat in a difficult operation on the next tide, and bring her ashore to a local marina.



Photographs which capture the true nature of the weather in which lifeboats operate are rare – but this picture of the Portrush (Ireland Division) Arun Richard Evans (Civil Service No.39) on 13

February 1989 certainly does.

The wind was NW Force 10 to 12 and the Sea State 9 – waves more than 45ft high.

(Photo courtesy John Scott)

from the heavy seas encountered – stanchions were bent; control panels, radar displays and radio equipment filled with water; and small items washed overboard.

In his report divisional inspector South West, John Unwin said that the service could so easily have turned into a disaster if either coxswain had not conducted himself in such a cool, well thought out manner.

Both coxswains were aware that if they had veered down on the casualty's port side, and the ship had swung into the rocks and cliff they would have been trapped.

'I commend both crews for their perseverance in getting the anchors on board and retrieving all the anchor cable,' he said, 'and coxswains and crews carried out their duties in a manner that was a credit to the RNLI.'

HORSES AND RIDERS SAVED FROM INCOMING TIDE

RSPCA Bronze medal for lifeboatmen

Nine crew members of West Kirby's D class inflatable lifeboat, the deputy launching authority and the station honorary secretary have been awarded the RSPCA's Bronze medal for rescuing two horses which were stuck in the mud and in great danger of drowning as the tide flooded.

It was at 1320 on 10 April 1988 that crew member Malcolm Jones first told station honorary secretary Ron Jones that two horses were being ridden towards a notoriously muddy gutter in the river Dee estuary off West Kirby.

The two animals and their riders were very quickly trapped in the soft mud and with just three hours left until high water Ron Jones immediately decided to assemble the crew and launch the station's D class lifeboat.

The lifeboat was carried across to the casualties, and in the five minutes this took the tide had already approached the horses and their riders. The riders were quickly helped to firmer ground, but the horses continued to sink into the soft mud underfoot and were very distressed.

Despite the efforts of the RNLI crew and station personnel, helpers from the nearby West Kirby Sailing Club, police and coastguard the horses could not be freed as the tide advanced, and at 1521 a vet was called in case one of the horses, which was tightly stuck in the mud, might have to be put down.

West Kirby

West Division

A makeshift sling was made up to help lift the horses, and one was eventually freed and led to firmer ground.

The tide was flooding remorselessly and eventually the lifeboatmen were working in water up to their waists as they struggled to free the animal while lifting its head above the surface.

It was not until 1600, 20 minutes before high water, that the second horse was finally freed and led to safety on a nearby slipway where the vet was able to examine it.

Although both animals were very tired after their two-and-a-half hour ordeal neither horse suffered any significant injury.

The RNLI personnel involved in the operation were: Richard Farnworth, Malcolm Jones, G. Hanson, Richard Booth, Eric Welles, Andrew Fowler, Guy Watkins, D. Henshaw, P. Langley, Harry Jones (DLA) and Ron Jones (SHS).

Naming and dedication

Ceremonies

Portpatrick – Tyne class *Mary Irene Millar*

The little town of Portpatrick, situated on the south western edge of Scotland, provided a picturesque setting for the naming ceremony of its new 47ft Tyne class lifeboat *Mary Irene Millar* on Friday, 19 May 1989.

On the day preparations were well under way from the early hours. Everyone had a job to do as chairs were set out, flags hung, refreshments prepared and final security checks made.

Well before the appointed time the scene was set and the town ready to greet guests from far and wide.

Lifeboat crew members from Salcombe, Donaghadee and Troon, as well as neighbouring lifeboat stations, joined with the people of Portpatrick and many other supporters, friends and holidaymakers.

Schoolchildren lined the harbour walls, waving flags, and sea cadets formed a smart guard of honour. Lively music played by the Stranraer Youth Band and the kilted Stranraer Pipe Band entertained everyone until Princess Alexandra arrived, elegantly dressed in a cream suit and picture hat. It no longer seemed to matter that the skies were overcast.

Six-year-old Jamie Erskine, son of Coxswain Robert Erskine, delighted everyone as, with great aplomb, he presented a posy of flowers and a painting of the new lifeboat to Princess Alexandra – and the ceremony was under way.

Dr Alistair Baird, chairman of Portpatrick station branch, introduced Dr Michael Thompson, nephew of the late Mrs Mary Irene Millar, the main donor of the lifeboat. Dr Thompson handed the lifeboat over to the RNLI and she was accepted on the Institution's behalf by the Duke of Atholl. He then



Portpatrick's Tyne class lifeboat takes Princess Alexandra to sea after the ceremony.

handed her over to the care of Portpatrick lifeboat station and the lifeboat was accepted by Mr Hugh Harvie, the station honorary secretary.

A service of dedication followed, led by the Reverend Thomas McGill assisted by Miss Yvonne Jamieson.

Dr Baird then invited Princess Alexandra to name the lifeboat. She said 'I know the station means a great deal to all of you and I have heard of the many devoted volunteers who work so hard to keep the station running... I know you all welcome this new boat which will enable you to carry on the outstanding service which has been maintained here for over 100 years... I name this lifeboat *Mary Irene Millar*, may God bless her and all who sail in her'.

After a rousing three cheers, led by Mr Tony Course, divisional inspector Scotland South the Princess went on board the new lifeboat and was introduced to the crew before taking a short sea trip.

Afterwards, in the village hall, the Princess cut a magnificent cake depicting the new lifeboat and spoke to the families of the crew, members of the station branch and ladies' guild and many of the guests gathered in the hall where a magnificent spread of refreshments had been set out, cooked and served by the ladies' guild.

The Princess left an hour later than had been scheduled, but she had certainly made Portpatrick's proudest day especially memorable.

HD

HRH Princess Alexandra arrives at Portpatrick for the naming and dedication ceremony



The Lizard – Tyne class *David Robinson*

Cliffs smothered with bluebells and primroses, a flat calm sea and bright sunshine provided the backdrop to Britain's most southerly lifeboat station on 13 May 1989 for the naming of the Lizard's Tyne class lifeboat *David Robinson*.

The new boat was funded by the legacy of Sir David Robinson, one of the RNLI's most generous benefactors. In his lifetime he provided a new lifeboat for Penlee following the tragic loss of the Cornish lifeboat in 1981 (named *Mabel Alice* in memory of his wife) and also a new boat for Buckie, Banffshire, *Charles Brown*.

The ceremony at The Lizard began after

Lisa Hocking, the great granddaughter of the Lizard's oldest living lifeboatman, Gordon Roberts, aged 91, presented a bouquet and souvenir programme to Mrs Jean Baker, daughter of Sir David, who was to name the boat.

Dr Peter Cuff, chairman of the Lizard station branch, opened the proceedings before Mrs Baker handed the lifeboat into the care of the Institution on whose behalf she was accepted by Lt Cdr Jeremy Tetley, a vice president of the RNLI.

Mr Peter Greenslade, the honorary secretary, then accepted the boat on behalf of the station.

Barmouth – D class

Friday, 12 May 1989 saw the handing over of the new D class lifeboat at Barmouth.

The lifeboat has been entirely funded from the proceeds of various sponsored sporting events undertaken by schools throughout Wales and organised by Sports Perception Ltd.

Following the national anthems, Lt Cdr Nicky Richards, president of Barmouth lifeboat station welcomed those present and Captain Hugh Fogarty, deputy divisional inspector of lifeboats West described the boat.

Kelvin Juba, representing Sports Perception Ltd then handed her over to the RNLI, represented at the ceremony by Anthony Oliver, head of fund raising, who in turn passed the lifeboat into the care of Lt Col Colin Walker, honorary secretary of Barmouth lifeboat station.

A service of dedication then followed, conducted by the Reverend Philip Flavell, Rector of Barmouth.

Trearddur Bay – D class

Seahorse

On a bright blustery morning of Saturday, 13 May local people, holidaymakers and invited guests witnessed the handing over ceremony of the D class lifeboat *Seahorse*, provided by the funds of Lloyds Bank, City of London branch.

Lord Stanley, member of the committee of management, chairman of the fundraising committee and president of Holyhead and Trearddur Bay lifeboat stations, was introduced by Dr Tudor Lloyd, branch chairman, and accepted the lifeboat from Mike Bailey, manager of the Holyhead branch of Lloyds Bank.

The lifeboat was described by Captain Hugh Fogarty, deputy divisional inspector of lifeboats West and it was then placed in the hands of Trearddur Bay lifeboat station and its honorary secretary, Malcolm Burnell.

A service of dedication was conducted by the Reverend James Ashely Roberts, Rector of Holyhead.

The lifeboat was then launched and with a Wessex helicopter from RAF Valley gave a demonstration of a combined air/sea rescue.

Mike Bailey and Arthur Kemp from Lloyds Bank were then taken afloat, only to find themselves in a real rescue.

Frantic waves from the occupants of a fishing boat were spotted by the lifeboat crew and the lifeboat towed the fishing boat and its occupants into Trearddur Bay.

RP

The service of dedication was led by the Reverend Donald Knight, honorary chaplain to the Lizard lifeboat. He was assisted by Reverend J.D. Roberts, Mission to Seamen and Supt Minister Reverend D. Forway. Music was provided by the Gweek Band together with the St Keverne Male Voice Choir.

Mrs Baker named the lifeboat *David Robinson* in the traditional way, and accompanied by Lt Cdr Brian Miles, director of the RNLI and other guests, she boarded the lifeboat which was launched from the slipway. This coincided with a flypast by a helicopter from RNAS Culdrose.

Mrs Baker was later presented with a photograph of the lifeboat signed by the crew.

RT

Pwllheli - D class *The Lion*



The Reverend R. F. Donaldson conducts the service of dedication for Pwllheli's new D class lifeboat outside the lifeboat house on 29 April. (Photo courtesy Jeff Morris)

The new D class lifeboat at Pwllheli, *The Lion*, a gift from District 105 BS of Lions Clubs International, was formally handed over and dedicated at the station on 29 April 1989.

Lt Col R.E. Thomas OBE, chairman of Pwllheli lifeboat station, opened the proceedings and after Captain Hugh Fogarty, deputy divisional inspector of lifeboats West had described the lifeboat, Lions' District Governor John Barratt handed her into the care of the RNLI.

The lifeboat was accepted by the Lord Stanley of Alderley, a member of the Institution's com-

mittee of management and chairman of the fundraising committee who, in turn, handed the boat into the care of Mr J.D. Williams, station honorary secretary.

The service of dedication was conducted by the Reverend R.F. Donaldson, vicar of Pwllheli, assisted by the Reverend D. Williams and the Reverend A.M. Roberts.

Among the invited guests was Lady Olwen Carey Evans OBE, only surviving daughter of Lloyd George and honorary life governor of the Institution.

Kippford – D class

41 Club II

Easter Monday, 27 March 1989, saw the arrival in Kippford of national representatives of the 41 Club – more correctly known as The Association of Ex-Tablers' Clubs – to hand over and name the second of three D class lifeboats funded by the organisation to commemorate its 41st anniversary.

A fine but cool day greeted the throng of visitors and supporters who had gathered around the lifeboat which was drawn up on the slipway. With the branch chairman Colonel Dinwiddie officiating, Mr Tom Hodge, vice president of the association, handed the boat over to Lady Polwarth who was representing the Scottish Lifeboat Council.

Following most fitting comments from both

worthy personages, Mr Bill Brydson, honorary secretary of Kippford lifeboat station, accepted the boat before Mrs Evelyn Hodge named her *41 Club II*. **KT**

Howth – D class

The handing over ceremony of the new D class lifeboat at Howth took place on Monday, 27 February 1989.

The lifeboat, a gift of the Guinness family which had requested donations in lieu of flowers following the death of Mr John Guinness, was handed over to Mr Norman Wilkinson, honorary chairman of Howth lifeboat station branch by Mr Clayton Love Jnr, vice president and chairman of the Irish Members of Committee of Management.

The family had requested a simple ceremony and a plaque was erected in the lifeboat house.



Mrs Jean Baker (second from right), daughter of Sir David Robinson whose bequest funded the lifeboat, at the naming and dedication ceremony for The Lizard's new Tyne class lifeboat. With her are (from left to right) her son Mr J.J. Baker, her daughter Mrs S.R. Miller and her husband (Photo Gary Stevens)



Membership News

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

Active Membership

The encouraging start to our 21st year has continued with 10,315 new adult members recruited in the first five months of 1989, whilst the response to our appeal in the Spring journal for junior membership has been overwhelming, with 993 new members, bringing the total since 31 December 1988 to 2,290.

After taking account of lapsed members the total active membership at 28 May 1989 was 142,116 adults (23,586 Governors and 118,530 Shoreline), and in Storm Force 8,299 Individuals and 127 Groups.

Re-member Campaign 1989

The appeal to members to recruit one other person during 1989 is not going too well, and with less than six months of the campaign left we really do need a concerted effort if a new Mersey class lifeboat is to be funded by the membership.

Of course, we can only recognise recruitment from this campaign if the special coupon below, or enclosed with your renewal letter, is used, and incidentally the latter is showing the best success rate.

If you do not have a special coupon mention 'Re-member Campaign 1989' when you write, and please do not forget to suggest a name!

There is no clear favourite from those suggested so far, but among them we have *RNLB Campaign*, *The Princess Beatrice*, *Mercy Dash*, *Fortis* and, of course, some which retain *Shoreline* within the name. Is your choice of name there? If not, why not make sure your choice is in with a chance by sending in the name when you recruit a new member.

At the time of writing 389 new members have been enrolled with subscriptions amounting to £3,830, so we do need **your** help!

One other suggestion to help the campaign has come from a member who suggests that others may be in a similar situation to himself. 'Many of us,' he said, 'are not in a position to recruit any new members, but would gladly increase our subscriptions instead...'

If you are in this position you can increase your subscription when it is due for renewal, or just make a one-off donation to the campaign by using the small coupon below – attach it to your cheque to be sure the amount is credited to the Re-member Campaign.

I enclose a cheque for £....., of which £..... is an increased subscription/donation (*please delete as applicable*) for the Re-member Campaign 1989.

Name: _____
Membership Number: _____
Suggested Lifeboat name: _____

R4A/89

Just one new member each

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

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

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

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

Shoreline

Member – £6 pa

Joint Member (husband and wife) – £9 pa

Governor – £20 pa

Life Governor – £200 or more



Name _____

Address _____

Postcode _____

R3/89



STORM FORCE CORNER

'Thank you for the fantastic day . . . it was great to meet the lifeboatmen and go on a real lifeboat . . . ' wrote John Fenwick after his visit to the Royal Festival Hall.

Eight-year-old John Fenwick of Market Deeping, Peterborough, was the overall winner of the Storm Force Painting Competition, with his interpretation of the Hayling Island Bronze medal rescue service, cleverly drawn within a medal.

From their appreciative letters, John and his family clearly enjoyed his prize as special guests at the Annual Presentation of Awards ceremony in London – their travel expenses for the day were met by kindness of British Rail.

Almost 1,000 new members have been enrolled as a result of the insert in the Spring issue of *THE LIFEBOAT*, and a warm welcome is extended to all these new members of the Storm Force club.

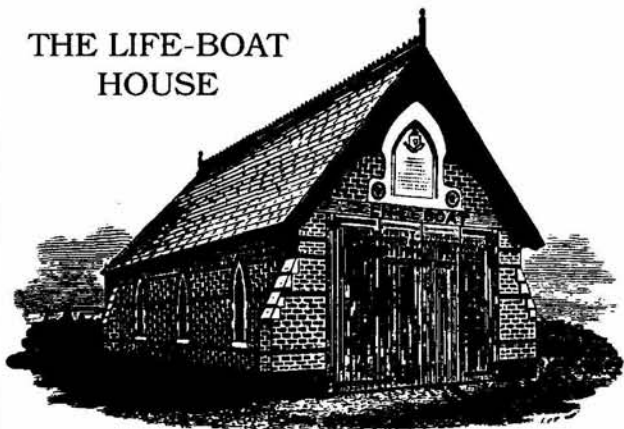
Many RNLI Regional Offices are busy organising special rallies to be held during the summer. Storm Force members in the region will have been advised and we wish them all an enjoyable time.

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

100 years ago

From the pages of THE LIFEBOAT, May 1889 issue

THE LIFE-BOAT HOUSE



The boats of the NATIONAL LIFEBOAT INSTITUTION, and all belonging to them, are kept in roomy boat-houses, under lock and key, in charge of paid coxswains, under the general superintendence of local honorary committees of residents in the several localities.

Each boat has its appointed coxswain at a salary of 8*l.*, and an assistant at 2*l.* a year, with further allowances under special circumstances.

The crew consists, in addition, of a bowman and as many boatmen as the boat pulls oars. The members of the volunteer crew are registered, and wherever practicable, at least double the number of men required are entered on the register. Such men are mostly resident boatmen, fishermen or Coastguardmen. On every occasion of going afloat to save life the coxswain and each of the crew receive alike from the funds of the Institution (whether successful or not) 10*s.*, if by day, and 1*l.*, if by night.

A reward of 7*s.* is given to the man who first brings intelligence of a wreck at such a distance along the coast as not to be in sight of the Coastguard station or other look-out.

A flag hoisted by day, and the firing of a carronade (or other alarm signal) by night are the well-known signals for calling the crew together.

On boarding wrecks, the preservation of life is the sole consideration. Should any goods or merchandise be brought into the Life-boat, contrary to the coxswain's remonstrance, he is authorised to throw them overboard.

The average cost of a Life-boat Station is 1,050*l.*, and is made up as follows:-

Life-boat and her equipment, including Life-belts for the Crew, Skids and transporting carriage	£700
Boat-house	£350
Total	£1,050

The average annual expense of maintaining a Life-boat Station is 70*l.*

Many of these £350 Victorian boathouses remain in service today, housing not pulling lifeboats but the latest Tynes and Merseys.

At the 1989 Annual General Meeting, (report page 117), the Chairman of the RNLI announced plans for a major modernisation and refurbishment programme.

Today's Lifeboatmen



Coxswain Seamus McCormack of Rosslare Harbour joined the crew in 1973 and served as Second Coxswain from 1977 until his appointment as Coxswain in 1987.

In 1979 he was awarded a bronze medal in recognition of the courage, leadership and seamanship he displayed when the life-boat under his command rescued two of the crew of the fishing boat *Notre Dame du Sacre Coeur* which was sinking three-and-a-half miles SW by S of Tuskar Rock on 7 December 1978.

Seamus is married with two grown-up children and his wife, Mona, is chairwoman of the local ladies' guild.

He is an agricultural technician at Johnstown Castle and is a great cricket fan, being captain of Kilrane Cricket Club and chairman of the South East Association. His uncle was a member of the lifeboat crew in the 1890s.

Facts and figures

Provisional statistics as at 15 June 1989, show that so far this year:

The RNLI's lifeboats were launched 871 times (an average of more than 5 launches a day)

More than 332 lives were saved (an average of 2 people rescued each day)

More than 41 per cent of all services carried out by lifeboats were in winds of Force 5 and above

More than 43 per cent of all services were to pleasure craft

There are 263 lifeboats on station, with a further 101 in the relief fleet

118,158 lives have been saved since the RNLI was founded in 1824

Costs

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

16ft D class inflatable - £9,000

21ft Atlantic rigid inflatable - £42,000

38ft 6in Mersey - £360,000

47ft Tyne - £590,000

52ft Arun - £600,000



The Fund Raisers

Bear necessities

Mrs Mary Woods of Hamble ladies' guild, has been knitting personalized teddy bears since 1984, and the proceeds of the sale of some 466 teddies has provided three Neil Robertson stretchers for Beaumaris, Eastbourne and Hayling Island lifeboat stations, and items of clothing for the Torbay crew.

The teddies are made to Mrs Woods' own design and their jumpers and trousers are removable for drying out! They are quite safe for children to play with, and stand about 9in high.

Mrs Woods will knit you a teddy with the name of your boat on his jersey for £5, contact her at 14 Broad Way, Hamble, Hants.

Choral concert

A concert by the massed choirs of the Barry and Penarth Male Voice Choirs was held at the United Reform Church in Barry.

The concert was organised by the Barry Dock lifeboat station branch, with the help of Barry ladies' guild, and raised £200.

Baking for funds

Two beautifully decorated cakes were raffled and raised handsome amounts for the branch or guild involved.

On the Isle of Wight the West Wight guild raffled a cake made, decorated and donated by Mr R.J. Foster of Yarmouth. His cake was iced in RNLI colours, the upper surface decorated with an Arun class lifeboat and the names of the Yarmouth crew members piped round the sides of the cake. The proceeds of the raffle amounted to £238.50.

Another work of art was raffled by Henley-on-Thames branch. This particular cake was made by Mrs Tester of Highmoor and was based on the Sennen Cove lifeboat station. Everything depicted, with the exception of the boats, was made from icing sugar and the cake raised £154 for lifeboat funds.

Great cake sale

Deprived of its annual lifeboat lunch sale this year, due to lack of suitable venue, the Edinburgh Leith and Granton ladies' guild managed to obtain the loan of a large empty shop for two days in a busy part of central Edinburgh to hold a Great Cake Sale.

It was all arranged in less than three weeks, but the response was magnificent. There was a stall for cut spring flowers and a grand draw but the main attraction was the thousands of gorgeous cakes and the final result was a splendid £3,500.

Family evening

Three members of Harwich lifeboat crew and their families were honoured guests among 200 people at the 'family' evening organised by Woodbridge and District branch.

Second Coxswain David Gilders, Emergency Mechanic Ken Branch, Crew Member John Titheridge and station honorary secretary Captain Rod Shaw took part in a 'Question and Answer' session with the audience, preceded by a film and slides of the Harwich lifeboats in action.

Colourful stalls were manned by Rod Mortlock of the Lifeboat Enthusiasts' Society with his splendid models, John Kneebone with secondhand books and, together with the sale of souvenirs and refreshments, the event raised £425.

Never too old!

Mrs Journeaux of St Helier, Jersey, who will be 100 years old in August, spends her days knitting bed-socks and baby clothes which are sold at the local annual auction on behalf of the RNLI. Over the years she has raised many pounds for the lifeboat service.

A doddle for a toddler



Three-year-old James Graham during the money-raising swim organised by the Tamworth Ladies' Lifeboat Guild.

(Photo courtesy Tamworth Herald)

Young James Graham, aged three, joined fund raisers in a sponsored swim organised by Tamworth ladies' guild and raised £40 for lifeboat funds.

James was initially only going to swim one length but was enjoying himself so much that he just carried on and swam a whole six lengths.

Around 20 people took part in the event and raised approximately £300.

Supporters weekend

The Spring bank holiday weekend saw lifeboat crew and supporters from throughout the south east converge on Camber Sands Leisure Park for the third in a series of events staged by the Dungeness lifeboat crew and committee.



The launching tractor is in no danger of replacement following trials with one dog power haulage at Eastbourne during the supporters' weekend!

Activities included visits to lifeboat stations at Hastings, Eastbourne and Dungeness. At Hastings the crew proudly showed off their new Mersey class lifeboat *Sealink Endeavour*, at Eastbourne the visitors viewed the Rother class *The Davys Family* (on relief duty as the station's own *Duke of Kent* was being refitted) and were also able to see the new economy type tractor for the inflatable lifeboat (left)!

The final visit to Dungeness saw a practice launch of another Rother *The Alice Upjohn* and a man overboard drill.

The evenings were well catered for, cabarets were staged and the lounge area was the site of an interesting display of boat models, photographs and cuttings outlining the history of the Dungeness lifeboat and souvenir stall.

On the final evening two cheques were presented to Frank Martin, chairman of Dungeness branch – the first for £580 from Oakley Leisure Group and the second for £1,800 being the proceeds of a long series of fund raising events run by the staff of Camber Sands Park, supported both by visitors and owners of private chalets and caravans on the site.

Operation Sterndrive is a big pull for supporters

Three men set off on a back-breaking, 13-mile narrow boat pull to raise funds for the RNLI. Bryan and Janet Ralph of West Bromwich organised Operation Sterndrive, and with the support of Lichfield Cruising Club and local boating clubs have so far raised over £4,000 by sponsorship and selling advertising space on following boats.

The 35ft boat was hauled from Fradley Junction, near Alrewas to Kettlebrook Wharf, Tamworth and a string of decorated boats and friends in fancy dress followed Bryan and his team during the two-day pull.

Bryan is pictured left, with Trevor Lee and Bryan Thompson (pullers), Maggie, a helper and Janet Ralph who steered the boat throughout the pull.

The money raised will be used to buy new waterproof clothing for the Crickieth lifeboat crew.



Bryan Ralph (left) starts the big pull for Operation Sterndrive. With him are, from left to right, Trevor Lee (puller), Bryan Thompson (puller), 'Maggie' (helper), Janet Ralph (co-organiser and steerer), and Ken and Ruth Cookson (hosts to the special guests).
(Photo courtesy John Walker, Tamworth Herald)

In brief

A VARIETY of events organised by **Harpenden** branch, including a summer lunch, quiz evening, a sponsored dog-walk, a trip on a steam train on the Severn Valley Railway and the regular wastepaper collection (117 tons) resulted in a splendid £12,500 being remitted to headquarters last year.

FOLLOWING a wine tasting evening organised by **Tighnabruaich Ladies'** guild a 'silent auction' raised £994 for lifeboat funds. In 1988 this small guild forwarded £7,600 to headquarters, the result of just three fund raising events.

THE 165th anniversary of the founding of the RNLI was commemorated by **Epping** branch with a barn dance. The evening was a great success and £452 was raised.

IN OCTOBER the **Walton and Frinton Ladies'** guild celebrated their tenth anniversary with a dinner. A toast to the guild was proposed by George Price, Eastern regional organiser, and the guest speaker was Ray Kipling, deputy director of the RNLI. During the dinner Mrs Kemp, wife of the coxswain, presented the branch with a cheque for £1,000 bringing the total raised to £22,700.

A FASHION show organised by **Withernsea Ladies'** guild resulted in £682 being raised for lifeboat funds.

TWO FLOATS made by **Spilsby** branch and entered in the Spilsby Carnival held on May Day collected £150 along the route. One of the floats depicted an oil rig sinking with a lifeboat coming to the rescue and the other a fishing boat sinking with a lifeboat and helicopter involved in the rescue.

A 'SILENT AUCTION' held by **Rame** branch raised £575 of which £103 came from the raffle of a magnificent cake made and donated by Mrs Pauline Fortey. Among the guests were Andrew Young, South West regional organiser and Captain Grindal of HMS Raleigh.

A SUPPER party organised by the small **Albrighton** branch raised a record £1,120, and together with further donations the sum of £1,200 was sent to headquarters.

On the right trail

Members of Newcastle (Northern Ireland) Round Table presented a new trailer to Newcastle lifeboat station to help with launches at low water.

Present at the handing over of the box trailer at the station were Round Table Chairman Peter Law, Newcastle honorary secretary, Robin Sweetnam, lifeboat crew members and Tablers.

Pull for the RNLI

Twelve teams came to the Royal Victoria Country Park on the edge of Southampton Water on a dry but overcast day for the second annual Tug-of-War, sponsored by BT Marine and other local firms. The event was organised by the Southampton Lifeboat Board.

Around the main arena were several sideshows, Punch and Judy, a mini fun fair and a visit from Alex Mouse. Souvenirs were on sale and a Peugeot car helped sell draw tickets.

Competition was fierce and the winning team was the Langley Tavern from Hythe. One of the less successful teams, but one which joined in the fun of the day, was a local firm, Wrights Glass. Not only did they lose every pull but they were defeated by a scratch ladies' team from the spectators!

Prizes were presented by Captain John Simkins, chairman and chief executive of BT Marine and it is expected that over £1,000 will be raised from sponsorship.

Long-haul help

Hong Kong, the most far-flung of all the RNLI's branches, continues to thrive and raise funds for the lifeboat service 'back home'.

Founded by expatriates in 1982, it has already raised more than £15,000 for the Institution.

Overseas generosity

When a party of Scouts, Cubs and Beavers from the 1st Afcent International Scout Group from the Heinsberg District, Brunssum, Netherlands visited Ramsgate lifeboat station they brought with them a cheque for £1,063.

The money had been raised by sponsored walks and the collection and sale of waste paper. The chairman of Ramsgate Branch, Mr R. Taylor, received the cheque on behalf of the branch and the visitors were then given the opportunity of a short trip in the station's Atlantic 21 lifeboat.

Southern Comfort

Lifeboat supporters were cordially invited to a cruise on the Norfolk Broads by Howard P. Bell, honorary liaison officer of the Eastern Region.

One hundred friends and supporters boarded *Southern Comfort*, a Mississippi paddle boat, for the Broadland cruise—which was followed by a luncheon at the Petersfield House Hotel, Horning.

A grand total of £1,208 was raised for local lifeboat funds from this very enjoyable fund raising event.

That was the week that was

London Lifeboat Week not only reached the elusive target of £250,000 but exceeded it handsomely, with a grand total of £266,132.

The whole of London within the Metropolitan Police area was covered, together with the City, and involved the efforts and enthusiasm of many many stalwart supporters.

One example is the Liverpool Street station collection where on Lifeboat Day £1,895.27 was collected. This included £677.11 collected by Mrs Rene Fitzgerald (who is wheelchair bound) and her daughter Christine.



The Fund Raisers

Continued

Hot snacks!

Montrose lifeboatmen can now look forward to readily available hot snacks. The patrons of the Salutation Inn have presented the lifeboat station with a microwave oven.

There was also a cash balance which, together with the proceeds of a prize draw and bottle collection, will buy a plentiful supply of ready-to-cook meals.

Cheque rescued!

On a warm sunny afternoon in May Graham Bradshaw and Stephen Gilbert were 'rescued' from the sea off Pendennis Point, Falmouth. They were holding a cheque for £1,000 when Falmouth's Atlantic 21 inshore lifeboat, under the command of Royston Prynne, came to pick them up.

Graham and Stephen are better known as the Falmouth-based Platinum II Road Show and this was the second £1,000 they have raised for the RNLI since they started ten years ago. After being delivered ashore by the lifeboat they presented the cheque to Lord Falmouth, patron of the Falmouth branch.

Prior to the presentation there was a very spectacular '999 services' display organised by the branch, emphasising the emergency services available for both visitors and locals.

Static displays were put on by the police, ambulance, fire brigade, Maenporth surf rescue and HM Coastguard. A Nimrod from RAF St Mawgan started the display with a low-level fly past, two auxiliary coastguards who had been surreptitiously slipped into the choppy water released orange smoke dis-

Stephen Gilbert and Graham Bradshaw with the 'rescued' cheque for £1,000 after the Falmouth '999 services' display. With them are, from left to right, Mrs Pat Richards (organiser of the display), George Laity (branch chairman), Lord Falmouth (patron), the chairman of Carrick District Council and the Mayor of Falmouth.



A birthday with a difference

A fifth birthday party in the village hall for Billy Salisbury of Quorn, Loughborough had all the trimmings – plans were made for the despatch of invitations to the whole of his school class and friends; lots of food, lots of noise and lots of fun were promised.

But Billy's mother could not face the thought of him receiving a vast amount of presents. So she suggested to Billy that, with his agreement, there would be a 'no presents' condition – all parents of invited children would be told that, should they wish, they could make a donation to charity instead.

Billy chose the RNLI, everyone was informed and Mrs Salisbury contacted a local branch member who brought along a collecting box.

A set of RNLI posters arrived on the day and Billy behaved impeccably in the face of the 'no presents' condition. He was thrilled when Mr Webster, a member of Loughborough branch, called to open the collecting box and counted a magnificent £43.18.



Five years old, and not a present to be seen – but Billy Salisbury had collected more than £43 for the Institution!

stress flares and maroons were fired. A Sea King helicopter from RNAS Culdrose dropped two divers into the water and they assisted the two 'casualties' onto Falmouth's Arun class lifeboat *Elizabeth Ann*.

A commentary was given throughout by Captain D.G. Banks, secretary of Falmouth branch.

A further £250 was raised from the sale of souvenirs and a collection by Sea Cadets.

The picture shows, from left to right, Mrs Pat Richards, organiser of the display, George Laity, branch chairman, Lord Falmouth, Stephen and Graham, the chairman of Carrick district council and the Mayor of Falmouth.

Xtra help for Penarth

As a postscript to the fund raising pledge mentioned in the Spring issue of *THE LIFEBOAT*, the Halifax Estate Agency in Penarth donated £250 to the Penarth lifeboat station branch.

The agency had pledged £10 for each of the first 25 houses sold by its newly opened branch.

In brief

EVERY YEAR the firemen of Hordean fire station in Hampshire hold a bonfire night party, the proceeds of which go to a worthy cause. This year the firemen decided to donate £1,000 of the money raised to the RNLI and a cheque for this amount was presented to Commander Bradshaw, vice chairman of the **Waterlooville** branch.

FOR THE FOURTH year in succession the annual Christmas variety show held at the Stanford Hall Theatre, Loughborough was held in aid of the RNLI. A cast of over 50 performers ensured three-and-a-half hours of fun and laughter – resulting in £700 being raised by **Loughborough and District** branch.

HELMSMAN Geoff Nugent and his wife Maureen (a committee member of Cullercoats Ladies' guild) arranged a surprise party for Mr R.J. Taylor, honorary secretary of **Cullercoats** branch at the Queens Head public house. More than a hundred guests attended and included past and present crew members, local ladies' guild and station branch committee members. The landlord, Bill Routledge, took the opportunity of presenting a cheque for £600 to the branch.

Clubbing together

Stevenage Board Sailing Association, Stevenage Sailing and Canoeing Association and Stevenage Model Boat Club have got together to raise £10,000 for the Institution.

Their aim is to fund a D class lifeboat, including the kit for the crew, and to date they are well on target with £6,500 being raised from sponsored sails.

Stevenage branch, to whom the money is being presented, would like to thank the clubs for their splendid support and enthusiasm.

Never too young!

Adelle Rowe and Sarah Whiteley, both aged 10, undertook a sponsored cycle ride from Braunton to Instow on the old railway line. The 20-mile journey took them seven hours and raised £50. A cheque was presented to the Ilfracombe ladies' guild at one of their coffee mornings.

Another young supporter, Andrew Homer aged 12, from Crayford in Kent, completed the Junior London Marathon and raised a splendid £215 for lifeboat funds.

Branching out

The newly-formed Birchington and District branch got off to a flying start when its first fund raising effort, a coffee morning, resulted in £252 being raised for funds. Lifeboat Saturday, held for the first time in Birchington, proved very successful with the splendid sum of £384 being collected.

Plans are well in hand for other exciting ventures during the summer to encourage the 140 members who have so far joined the branch.

Hammer blow!

A grand bottle-breaking event was held at the Vaynol Arms Hotel in Abersoch, when the proceeds from six months hard work by the licensee, Andrew Shaw, were counted.

Long after the bottle had been filled interest in the collection was maintained by a competition to guess the amount it held. Captain Pat Grimason, the station honorary secretary, broke the bottle which held a magnificent £419.25 (£250 being the result of a sponsored shave by Andrew Shaw and lifeboat crew member Keith Thomas).

The competition to guess the amount held in the bottle raised £100, of which £50 was donated to the RNLI and a raffle realised a further £100. One of the prize-winners, Nick Collins, donated his prize of a bottle of whisky to be auctioned and the final bid raised £50.

A hot-pot supper with music by the Elite Syncopators Jazz Band completed a very enjoyable evening which resulted in total proceeds of £619.55.

Up the pole



(Photo courtesy Southern Newspapers)

A greasy pole joust at Poole Quay raised £200 for the Institution. One of the 28 entrants in the event, which took place in February, was the organiser, Jim Kellaway, landlord of the Lord Nelson Inn. All were fortified by a Wassailing Cup – a hot punch made of cider, red wine, sherry and dark rum – before braving the joust which took place

on board the boat *Cock On*.

The greasy pole was suspended between two outriggers on the boat, owned by Rod Jenkins, and the winner was Martin Diamond who was dressed in Highland costume.

The money was raised through entry fees and a collection among the spectators.

Copy and photographs for The Fundraisers section of the Autumn issue should be submitted by the end of August.

Help in kind

It is cost effective for the RNLI to buy various chemicals such as battery acid in bulk. However, smaller containers and bottles are then required for easy distribution to the 203 lifeboat stations around the country.

This is where a company called Blow-Mocan comes to the rescue. The plastic containers company, based in Milton Keynes, has been bailing out the RNLI for over three years by supplying hundreds of containers free of charge – a most substantial and welcome 'donation' to lifeboat funds.

Pub trophy

A trophy, an RNLI insignia mounted on a presentation shield and inscribed with the words 'With Grateful Thanks', is awarded annually by Yateley and District branch to the public house in its area whose collecting box brings in the most money.

This year the trophy was presented to The Anchor in Yateley, and the landlord Dave Woodwards and his wife Sandra accepted it on behalf of their customers who have supported the RNLI so well with their donations of small change.

The Anchor raised £692 out of £1,300 raised by local pubs, and it is the second time it has been awarded the shield – the first being in 1982, the first year the trophy was awarded.



In traction

Each year Birmingham Science Museum organises a traction engine rally, and over the past nine years Christine and Harry Pickstone and Bill and Maise Cotton of the Birmingham branch have collected nearly £2,500 at the rallies.

To thank the museum's director, Peter Robinson, for his help in permitting the collections to take place, Nigel Richards, chairman of the Birmingham branch, presented him with an RNLI plaque.

To mark the occasion a traction engine from the rally towed an inshore lifeboat to the museum.

Courting success

A Palm Court Orchestra concert, under the direction of Ivor Crocker, professor of violin at the Royal Marines School of Music, was organised by Mrs Madge Harper, a member of Goodwin Sands and Downs Ladies' guild.

The musical evening raised £500 and a luncheon organised by Mrs Betty Mutter, treasurer of the guild, raised a further £442. At the boathouse the souvenir stall took £543 - a secondhand book trolley proves a good source of revenue from holidaymakers!

Boxing clever

Two pubs have developed novel ways of ensuring that there is a steady flow of money into their lifeboat collecting boxes. The landlords of the Railway Hotel in South Godstone, Mr and Mrs P. Stewart, were presented with a plaque by Godstone branch in appreciation of the sum of £567 which had been collected from a single collecting box on the bar during the year.

Mrs Gina Morrison, chairman of the branch, the honorary secretary, treasurer and committee members, together with Dennis Walker, the South East Area Organiser, attended the presentation.

The pub has a number of regulars who enjoy a game of cards, and the normal practice at the end of the evening is for all winnings to be put in the collecting box. A novel and generous way of donating money to the lifeboat service.

Since taking over The Fleece in the Suffolk village of Boxford, landlord Stuart Ross has encouraged his customers to fill lifeboat collecting boxes on a regular basis and in one year raised more than £400 in a 'swear box' - the later the hour of the curse, the higher the fine!

In October last year he raised £606 himself - through sponsorship for going teetotal for a whole month.

Three men in a tub



The RNLI and the Wishing Well Appeal for Great Ormond Street Hospital both benefitted from the efforts of the Channel Challenge team, members of which sailed 80 miles from Guernsey to Devon in a converted bathtub.

The team, two of whom are crew members of the Guernsey lifeboat, undertook the challenge last summer and raised a magnificent £6,600.

Little Rebecca Fossey, who receives treatment at the hospital, presented £5,000 to the Wishing Well Appeal and £1,600 to Peter Bisson, coxswain of the St Peter Port lifeboat. Her uncle, Robert Dodsworth, (a crew member) thanked everyone concerned for their support, including the lifeboat crew's wives who helped raise £400 by pushing a bathtub around Guernsey.

Pictured with Rebecca and her mother are, from left to right: Robert Dodsworth (crew member), Will Rogers, Peter Bisson (coxswain) and Richard Hamon (crew member).

(Photo courtesy Brian Green, Guernsey)

A rum do

Mr Ken Thirlwell, organising secretary for Scotland, received a cheque for £3,700 from Mike Baum, sales director, URM Agencies Scotland.

The money was raised from Watson's Rum collection bottles placed in over 100 pubs throughout Scotland.

Watson's Rum has supported the RNLI for three years and URM have agreed a continuing package of support for this coming year.

Unshellfish help

Since 1982 four very enterprising children have raised £643.54 on the Isles of Scilly from the sale of painted and decorated shells.

The four Prosser children from Tiverton, who spend their summer holidays on the islands, formed the 'company' to sell the shells on the Garrison in aid of the St Mary's Isles of Scilly ladies' guild. Tim, now aged 16, is the manager, Nicola 14 is the painter, Jonathan 11 is the salesman and Caroline 9 is a 'sometimes seller'! In 1985 they were joined by two friends, Paul and David Vickers and, with the introduction of new designs and paints, takings doubled.

Lizzie to the rescue

Lizzie the Lifeboat, the heroine of Dora Thatcher's book, is continuing her fund raising activities - but this time in model form!

Modeller and lifeboat enthusiast John Saunders was growing tired of having to refuse small boys requests of 'Can I 'ave a go mister' for fear of damaging his valuable, large scale models so he built a model Lizzie just for them.

The radio controlled mini lifeboat is complete with moving eyes and diminutive Daniel on the foredeck to complete the illusion!



Stalwart collector

Mrs J.B.R. Crosby of Garrowhill, Baillieston, by Glasgow, is a long-time supporter and collector for the RNLI, but this year she surpassed herself.

Single-handedly she carried out a house-to-house collection in the Baillieston area, and then carried, using public transport, four collecting boxes weighing almost 28lb and containing £192.95 to the Glasgow branch of the Scottish Lifeboat Council.

Eight weeks later the same lady was taking part in the Glasgow flag day and after staying at her post without a break, from 10am to 4pm, collected a further £154, and then had to be persuaded to finish. Her parting words were 'Let me know what else I can do to help'.

Extra on the bill

The general manager of the London Hilton, Park Lane, Jean Robert Loyer and John Wilson, senior vice president Europe, Africa and West Asia Hilton International presented a cheque for just under £4,000 to Mrs Ann Butler of the Central London Committee.

The money was raised over the Christmas period when the London Hilton added an extra £1 to their guests' bill, with their permission of course!

Retiring gift

Retiring after 46 years' service with British Aerospace (Military Aircraft), Mr A.E. Barnett decided that instead of the usual retirement party he would like the contribution that the company makes towards such an event donated to the RNLI.

This resulted in £150 being sent to headquarters by British Aerospace in lieu of Mr Barnett's retirement party – a very generous gesture.

Takings up at Downside's souvenir shop



For several years the boys at Downside Lodge, Purley, have supported Purley's Lifeboat Week. They buy from the souvenir shop set up in the school hall each day and this year the gross takings at the shop were £245.24 with an additional £15.66 in the 'rocker box'.

The boys are pictured with their headmistress, Mrs Hammerton.

Being sure on board



Proceeds from the sale of Sailboard Insurance for the year 1988/89 amounted to £2,014 and a cheque for this amount was presented to Lt Cdr Brian Miles (left), director of the Institution, by Michael Pettifer (right), director of Douglas Cox Tyrie, and John Richardson, honorary secretary of the Association of Professional Boardsailing Centres.

Windsurfer donation

Mr Matthew Robinson from Lutterworth in Leicestershire made a sponsored windsurf round the Isle of Wight last summer and raised over £2,000 for charity. This was divided equally between the RNLI and another charity and a cheque for £1,040 was presented to the Bembridge branch.

Matthew was escorted round the island by launch, and after setting out from Seaview, on the east side of the island, he sailed anti-clockwise taking a total of 7 hours 25 minutes non stop, with the wind varying from Force 3-4 from the north to Force 5 from the north east.

The event was sponsored by Carlsberg and was also supported by Mazda Cars and Appleton Insurance with Ultrasport providing the windsurfing equipment.

Variations on a theme

George Meller Limited of Ealing held their annual dinner and dance at the Castle Hotel, Windsor and the theme for the evening was 'Man the Lifeboats' with a request that dress would be 'nautical' or 'shipwrecked'.

Raffle tickets for 25 prizes were sold by mermaids, which resulted in £1,037.30 being donated to the RNLI.

The sun goes to Ray's head

Mike Green and his son Ray have been life-long supporters of the RNLI from their Hounslow home, but when Mike and his family decided to up-sticks and make their home aboard their yacht, for a dream-of-a-lifetime cruise to the sun through the French canals and on to Greece, son Ray let his enthusiasm go to his head.

As a parting gesture Ray had his head shaved at his farewell party at the Duke's Head in Hampton raising £106.42 for the Institution's funds.

'Who knows whether we'll need the RNLI crossing the channel...' said Ray before setting off.



Picturing the Scene

Photographs are very much part and parcel of THE LIFEBOAT of today – but in Victorian times matters were very different. **Barry Cox**, the RNLi's Honorary Librarian, on loan from the National Westminster Bank, looks back at the very early journals ...

The first edition of THE LIFEBOAT was published in March 1852, but it was not until issue number 7, in December of that year, that the first 'illustration' appeared. This was a very simple woodcut of the cross-section of a lifeboat, to illustrate stability.

Apart from a Wreck Chart, which appeared annually as an insert from 1854, the next illustrations did not materialise until January 1856.

The Victorians were great innovators, and many of the early journals contain articles on inventions connected with life-saving. A full page lithograph of Clifford's boat-lowering apparatus was published as an insert in January 1856.

In October 1876 we find the first engraving, to illustrate the inventions of a Mr Francis of New York. Drawings of his 'Metallic Army Bateau' and a 'Life-Car' are followed by a dramatic representation of 'The Life Car saving the Passengers and Crew of the Ship Ayrshire in January 1850'.

Pictorial illustrations

Only in 1861 do we have the first pictorial illustration of 'a lifeboat service', taken from a painting by Samuel Walters of a rescue on the Yorkshire coast. The first illustration of a specific lifeboat service appeared in October 1861, an insert showing the rescue of the crew of the *Lovely Nellie* of Seaham by the Cullercoats (Percy) lifeboat, but we have to wait until 1865 for the second specific service – this time the Tynemouth lifeboat *Constance* at the wreck of the SS *Stanley* on 24 November 1864.

Over the years some illustrations appeared more than once, and a most interesting example of this occurs in August 1871 with an

engraving by 'WWM' showing a paddle steamer in tow proceeding to a wreck. This same engraving appears again in February 1881 as the 'Wreck of the *Indian Chief*, and services of the Ramsgate Lifeboat' – a considerable, if improbable, scoop which was repeated in four subsequent issues!

One of the most interesting features of the early journal illustrations is the manner in which the seaman is depicted. In July 1860 we have the first appearance of the angelic young sailor awaiting rescue, praying for deliverance. Drawn by F. Walker, this engraving originally accompanied a poem 'God help our men at sea'. The picture appeared regularly thereafter, particularly in the Annual Reports with an appeal to donors.

The sailor who demonstrated life saving apparatus was invariably handsome, and usually with curly side whiskers. The first such appearance was in October 1857 where the cork waist lifebelt manufactured by J. Birt of London is shown. A similar sailor was still around in 1893 when the same lifebelt was still being advertised by the firm in the Lifeboat Saturday Illustrated.

The first all-colour illustrations appeared as early as April 1864 when the Annual Report edition carried a full page insert of 'The Life-boat', reproduced from 'Sunday at Home'. This experiment was not repeated, and very little colour appeared until well into the 20th Century.

The principal medium of early illustration was the engraving, sometimes copied from other publications. Many of the engravings are unattributed, but one oddity appears in 1903 with an engraving of 'The Lifeboat is coming', showing a ship's crew in the rig-

ging. The signature, H.S.A.N. J., suggests that the item was reversed when printed!

Some of the engravings were very moving – full of Victorian pathos. In July 1865, the poem 'No lifeboat there!' by Nicholas Michell is accompanied by a very touching picture of a large dog standing over his drowned master. A young girl searching the sea for the return of a ship and 'The Return of the Missing Crew' from the same period are similarly designed to touch the heart.

Firsts

There are naturally several other 'firsts' to consider. The first person to appear in the journal was Greathead, followed much later in 1899 by the then Prince of Wales. The first naming ceremony to be illustrated was in February 1891, possibly at Swanage, the first specific lifeboat house design, which looked more like a chapel, appeared in 1870.

What, you may be asking, of the men who man the lifeboats? Surprisingly, no clear representation of a lifeboatman appeared until January 1867, when a full page engraving from 'Good Words' appeared with the title 'Two men from the lifeboat climb on board, and the passengers crowd around them, seize them by the hand, and even cling to them'.

These two men are exceptional, being young and not wearing lifejackets. A more conventional view of the Victorian lifeboatman appears in 1871 in an illustration to an excerpt from R.M. Ballantyne's book 'The Floating Light of the Goodwin Sands'. An older man, and bearded, he wears a cork lifejacket.

Only in 1894 do we have a clear picture of a lifeboat crew, eight men, of whom seven are bearded.

Let us not forget the ladies. In the predominantly male orientated service, any female who appeared was usually helplessly awaiting rescue or the return of her loved ones. An exception, however, in 1901 shows 'The Runswick women launching the lifeboat' – a full page illustration to a poem extolling the bravery of these helpers.

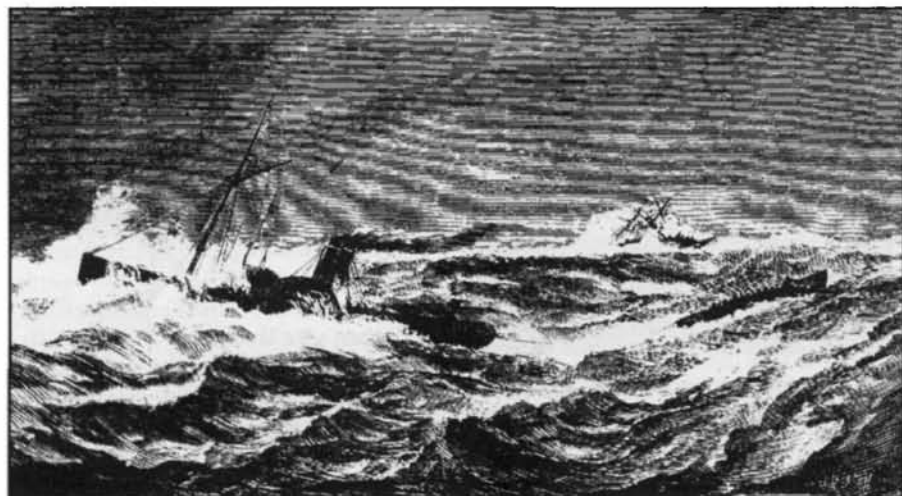
Photographs

The coming of photography and the reproduction of photographs gradually changed the style of illustrations in the journal. Possibly the first reproduction of a photograph is of the naming of the lifeboat *J McConnel Hussey* at Folkestone in 1894. The next photographs appeared in 1898, full page, of the steam lifeboat *Queen*.

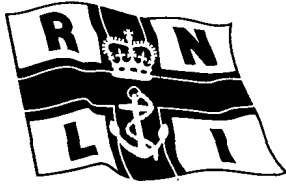
Early reproduction of photographs on the paper of the journal was not good. The first really clear picture appeared, as an insert on better quality paper, in 1911 – from the Daily Mirror of the then Prince of Wales and Prince Albert in the Newquay lifeboat.

Once photographs were introduced, their importance increased in the dissemination and illustration of news to readers, and engravings were no longer used. The Victorian illustrations with, at times, endearing artistic licence, gave way to instant, on the spot photographs.

An engraving by 'WWM', which first appeared in August 1871 showing a paddle steamer towing a lifeboat, went on to appear ten years later as the Ramsgate lifeboat at the wreck of the *Indian Chief* – an improbable scoop which was repeated in four subsequent issues!



Your Letters



The future of maroons

Sir – Are we to witness the total phasing out of the firing of maroons at our lifeboat stations?

This issue must have been the subject of much debate during my periods at sea away from the UK, but I sincerely hope that my fears and those of countless supporters of the RNLI are unfounded.

Of course, the use of the radio pager, and any subsequent technological device which can improve the efficiency of saving life at sea, must continue to be used, but I cannot help feeling that the Institution, if it phases out maroons, will have missed a popular feature with the general public, to whom they look for support, by withdrawing perhaps their most spectacular advertisement. The maroon is designed to attract attention, and must surely be one of the most effective and economical crowd-pulling attractions known. It has become synonymous with lifeboats, stirring the imagination to think about them and their crews.

Mr D. Phillipson of Redcar raised some genuine arguments for retaining the practice of firing maroons in his article in a recent Lifeboat Enthusiast's Society Newsletter and I reproduce here, with his kind permission, some salient points which deserve 'hoisting in' by all who have the interests of the RNLI at heart.

'It is possible that the phasing-out of maroons will have a detrimental effect on public relations for the RNLI. As well as an alarm system, maroons have served to remind a community that it has a lifeboat station in its midst. At seaside resorts thousands of summer visitors have been alerted by the explosion and have watched the launch of a lifeboat on another rescue mission. The spectacle has underlined for them the ever-present dangers at sea, and the vital purpose of the RNLI. How many legacies have been the result of witnessing such dramatic events? The increasing use of radio pagers has meant that lifeboats often go about their work anonymously, with perhaps little more than a paragraph in the local paper.'

How true Mr Phillipson! Surely no other financially dependant organisation in the world possesses such advertising potential for so little outlay.

Two further points are worthy of consideration. The first concerns the shore helpers, who turn up as and when they can to assist with launching and recovery.

Admittedly there are far fewer stations these days where manpower supplements the primary launching and recovery apparatus, even if it is just the placing of skids. I remember as a youth one very difficult low-water launch on a winter's day at Flamborough, which could not have been effected by the crew alone. Those helpers responded, as my father and I did, to the sound of maroons.

The second concerns the enormous psychological effect of encouragement that those in distress may experience if they hear that their plight is recognised and help is at hand.

I may be considered a romantic and a traditionalist, but in losing the sight and sound of the maroons, I fear that with them will disappear far more than mere nostalgia.

Lt Cdr Timothy P. Appleyard
HMS Ark Royal
BFPO Ships

Boat tests would not solve problems

Sir – I would like to pen a few thoughts on Stephen Dean's few thoughts on boat safety (Your Letters, Spring 1989).

Farewell and thanks

Captain Hans Hansson recently retired as Chairman of the Swedish Lifeboat service. The Swedish service has a long history of co-operation and friendship with the Institution and in writing this letter to THE LIFEBOAT Captain Hansson addressed his letter 'To my friends at the RNLI'.

Sir – In March 1937 when I was first employed as administrator of the Swedish Lifeboat Institution I received some information about the RNLI in the report of the Fourth International Lifeboat Conference held in Gothenburg in 1936.

In 1947 I met the RNLI delegates at the Fifth International Lifeboat Conference in Oslo, and ever since that meeting I have had the honour and the pleasure to co-operate with your excellent service.

I have met very much kindness and help from all the RNLI representatives and I have learned a lot from your lifeboat construction, and from our mutual efforts to get a

The problem with boat tests is twofold: first they cannot be enforced, and second they do not do any good anyway.

Car MoT and aircraft airworthiness certificates can be enforced to some extent because cars and aircraft operate on well defined areas like roads and airports. Boats can be launched on any beach and sailed over a large area where there are no policemen.

Tests do not do any good because the ownership of flares and radio (what about lifejackets?) are only useful **after** the boat gets into trouble. The ownership of items in the RYA recommended list should be encouraged, but what is more important is a sense of responsibility with boat owners. It should be obvious that it gets rough with a wind strength over Force 4 (yes, only Force 4) and the weather forecast usually gets it right. The RYA training scheme should be encouraged, but at the end of the day it is **not** possible to make anybody take heed of what they have learned. It is no use forcing people to take exams, because there is still no guarantee that the foolish will be any less foolish.

A parallel problem is the one of drinking and driving. It has been illegal for many years, but it was not until an advertising campaign was started that the problem began to be taken seriously by many drivers. Perhaps the only answer to irresponsible boat use is a similar advertising campaign.

Terry Hughes
RYA Instructor
Reading, Berks.

world-wide co-operation between the lifeboat services and to get a final decision about the rules for rescue craft how to inform warships and planes that our lifeboats are protected by the Geneva conventions in armed conflicts.

I read your lifeboat journal with great interest and follow your work and some of the dangerous rescues by your brave and well trained crews.

I take my hat off to these crews and for your generous donations and I send my best wishes for a happy and prosperous future

Captain Hans Hansson
Gothenburg, Sweden

Your Letters

Continued

Arethusa reunion planned

Sir – For several decades the *Arethusa* training ships have provided a home, education and opportunity of a seagoing career to thousands of young men.

We at The Shaftesbury Homes and Arethusa are anxious to contact, through THE LIFEBOAT, all those who served on the ship and might now be interested in the work of The Shaftesbury Homes and Arethusa.

The training ships and the boys who served on them are an important part of the history of this country. We know that many who served on the ship went on to receive the highest honours in the world wars and achieved high office in government. We want to reach as many 'Old Boys' as possible and record and keep the story of *Arethusa*.

We intend to hold an open day on Saturday 2 September at Upnor on the Medway. All those who started their careers on the *Arethusa*, or are interested in any way in the work we do should contact me at the address below.

Gwilym Evans

*The Shaftesbury Homes and Arethusa
The Arethusa, Lower Upnor,
Near Rochester, Kent.*

Help on the cards

Sir – As an adjunct to talks on lifeboat affairs I am trying to collect coloured postcards of various types of boats recently in service with the RNLI.

Unfortunately most of the older types, while still in service, are no longer listed in the souvenir catalogue so I would be grateful for help in locating cards of the following:

70ft Clyde; 52ft Barnett; 50ft Thames; 48ft 6in Solent; 47ft Watson; 37ft Oakley; 37ft 6in Rother; 46ft 9in and 47ft Watson.

I am willing to pay 56p plus postage for good specimens of each.

E.J. Butler

*Chairman North Chingford Branch
6 Forest Glade, Waltham Forest,
London E4 9RH*

The Sheffield Shoreline

Sir – After the closing of the Shoreline clubs last year I thought it might be worthwhile to remind readers that we continue to exist. We have a new name, Sheffield Shoreline Group, but in fact we are very much as before – with all our members being national members in some

Dunkirk lifeboats remembered



The *Sir William Hillary* to which Mr Hills refers below was the RNLI's first 'fast' lifeboat. Designed largely for rapid response in the event of an aircraft crash, she was 64ft long and powered by two 375hp petrol engines giving a speed of between 17 and 18 knots. She entered service shortly before the Second World War, and no other boat of her kind was built by the RNLI.

Sir – It is with great interest and some nostalgic excitement that I read in the Spring journal (Your Letters) about the Eastbourne lifeboat and the Dunkirk evacuation in May/June of 1940.

Coxswain Bryant and I, as Second Cox, brought that boat into Dover harbour with a reserve lifeboat and subsequently prepared her for a towing passage to, I believe, Rowhedge.

At that time we in Dover had a very old relief boat, the *Agnes Cross* (the fast station boat being under refit). By order of the naval authorities this boat did not go to Dunkirk, she was to be retained on station for air/sea rescue, very little else then being available.

During the evacuation, and for a period after it finished, on numerous services the *Agnes Cross* brought into Dover a number of British, French and Belgian soldiers, some had been wounded, and some were in considerable distress having been adrift in very small boats for some days in the southern North Sea and the Straits of Dover. It should be realised that these

services were carried out with some danger to the crews from enemy action.

The *Agnes Cross* did yeoman service for a comparatively short period, of which I have never seen even a mention in any RNLI publication relating to Dunkirk – or for that matter any other publication on the subject.

Although only remotely relevant to the foregoing I would like to add a note regarding the fast Dover lifeboat *Sir William Hillary*. This craft was requisitioned by the Admiralty in the late summer of 1940 for air/sea rescue and became His Majesty's Rescue Vessel *SWH*, never returning to Dover.

In January 1941 I joined her as a volunteer RNPS and served in the craft until the end of the war in 1945 – in command from December 1941 to August 1945 with a crew of nine naval ratings. Of all the boats I subsequently experienced the '*Hillary*' was the boat of my life.

Sid J. Hills BEM

*Retired Staff Coxswain
Cowes, IOW*

way, Shoreline, Governors etc.

We have kept strong links with Sheffield branch and the local guilds and continue to help with flag days, collections and other fund raising events.

Our basis is, as always, our social meetings and over the past year we have had a varied selection of speakers. We have also had another visit to the lifeboat museum in Bristol and visits to local firms and organisations such as the police and fire service.

Our meetings are held on the second Monday in the month at the Club 197, Brook Hill, Sheffield, and any Shoreline members in the South Yorkshire area would be most welcome to come along, or they can get in touch with me at the address below or telephone Sheffield 583679. An alternative contact is our social secretary, Rita Baker, on Sheffield 345058.

Ann Kisby

*Chairman Sheffield Shoreline Group
16 Arnside Road, Sheffield S8 0UX*

Letters

Letters on any aspect of the RNLI are welcomed by the Editor of THE LIFEBOAT, who reserves the right to shorten or amend them as necessary. Write to:

The Editor
The Lifeboat
RNLI
West Quay Road
Poole
Dorset BH15 1HZ



Lifeboat Services

November and December 1988,
January and February 1989

Aberdeen, Aberdeenshire
54ft Arun ON 1050: January 8

Abersoch, Gwynedd
Atlantic 21: February 22

Aberystwyth, Dyfed
C class: November 7

Alderney, Channel Islands
Relief 44ft Waveney ON 1002: January 28

Amble, Northumberland
44ft Waveney ON 1004: November 16, 28, 29 (twice) and January 11

Angle, Dyfed
Relief 47ft Tyne ON 1075: December 23 and February 11

Anstruther, Fife
37ft Oakley ON 983: December 19

Appledore, North Devon
47ft Tyne ON 1140: November 1, 13, 16, December 25, 30, January 31 and February 24
Atlantic 21: November 1, December 25 (twice), 30, February 8 and 24

Arbroath, Angus
37ft 6in Rother ON 1054: February 18

Arklow, Co Wicklow
44ft Waveney ON 1006: November 14 and December 4
Relief 44ft Waveney ON 1005: February 4

Arranmore, Co Donegal
47ft Tyne ON 1111: December 31, January 1, 3, 4 and 7

Ballycotton, Co Cork
Relief 52ft Arun ON 1108: November 20
52ft Arun ON 1067: February 5

Baltimore, Co Cork
47ft Tyne ON 1137: December 2 and January 30

Bangor, Co Down
Atlantic 21: November 24 and December 5

Barra Island, Inverness-shire
52ft Arun ON 1143: Feb 12, 23 and 24

Barry Dock, South Glamorgan
52ft Arun ON 1018: December 3 and January 31

Beaumaris, Gwynedd
Atlantic 21: December 3, January 15, 16, February 8 and 12

Bembridge, Isle of Wight
47ft Tyne ON 1126: December 28

Berwick-upon-Tweed, Northumberland
Atlantic 21: February 11

Blackpool, Lancashire
D class: December 27, February 11 and 25

Blyth, Northumberland
44ft Waveney ON 1079: December 28 and February 11

Bridlington, Humberside
12m Mersey ON 1124: December 29, January 15, 29 and February 6
D class: December 4

Brighton, East Sussex
Atlantic 21: December 4, 10, January 15 and February 6

Broughty Ferry, (Dundee), Angus
D class: December 17, January 20, February 26

Buckie, Banffshire
52ft Arun ON 1093: December 22, January 6

Calshot, Hampshire
33ft Brede ON 1104: November 13, December 1 and February 19

Campbeltown, Argyllshire
Relief 52ft Arun ON 1071: November 8
52ft Arun ON 1059: December 10, 17 (twice) and 28

Cardigan, Dyfed
C class: December 2

Clacton-on-Sea, Essex
Atlantic 21: November 19 (twice) and 24

Cleethorpes, Humberside
D class: November 10, 13, 18, 27, December 8, January 1 and 3

Cromer, Norfolk
47ft Tyne ON 1097: February 14

Cullercoats, Tyne and Wear
C class: November 25, December 4, January 2, 7, February 19 and 21

Donaghadee, Co Down
52ft Arun ON 1107: December 5 and 31 (twice)

Dover, Kent
50ft Thames ON 1031: November 27 and December 21

Dunbar, East Lothian
Relief 48ft 6in Solent ON 1009: January 29

Dungeness, Kent
37ft 6in Rother ON 1048: January 6 and February 11

Dun Laoghaire, Co Dublin
44ft Waveney ON 1001: November 20, December 30 and February 4
D class: November 4, 20, December 18 (twice), 30, January 8 (twice), 22 (twice) and February 4 (twice)

Dunmore East, Co Waterford
44ft Waveney ON 1035: November 19, December 15, 16, January 13, February 15 and 17

Eastbourne, East Sussex
37ft 6in Rother ON 1055: November 20 and December 3
D class: November 20 (three times), December 3, February 5, 12 (three times) and 19

Exmouth, South Devon
33ft Brede ON 1088: November 23, January 17, 21 and February 9
D class: December 21, 31 and January 17

Eyemouth, Berwickshire
44ft Waveney ON 1026: November 13
Relief 44ft Waveney ON 1043: January 15

Falmouth, Cornwall
52ft Arun ON 1058: December 15, February 25 (twice) and 28
Atlantic 21: December 31, January 15, February 13, 25 and 28

Filey, North Yorkshire
37ft Oakley ON 966: November 1, 18 (three times), 22, December 19, January 13 and February 23

Flamborough, Humberside
37ft Oakley ON 972: November 8, 19, 20 and January 13

Fleetwood, Lancashire
44ft Waveney ON 1036: November 6 (twice), 13, December 31, February 11, 25 and 26
D class: December 11 and 31

Fowey, Cornwall
44ft Waveney ON 1028: November 3 (twice)
Relief 44ft Waveney ON 1003: February 6

Fraserburgh, Aberdeenshire
47ft Tyne ON 1109: November 1, January 3, 9 and 13

Galway Bay, Co Galway
52ft Arun ON 1118: November 24 and 26
Relief 52ft Arun ON 1108: December 18, January 8, 11, 22 and February 15

Girvan, Ayrshire
33ft Brede ON 1084: November 1, December 9, 12 and February 27

Great Yarmouth and Gorleston, Norfolk
44ft Waveney ON 1065: November 2, 6, 13, December 3, 10, January 29 and February 23
Atlantic 21: November 7, 10, 13, February 5, 6, and 21

Hartlepool, Cleveland
44ft Waveney ON 1044: December 8, January 25 and February 16
Atlantic 21: February 18

Harwich, Essex
44ft Waveney ON 1060: November 14, January 26 and 30
Atlantic 21: November 4, 20, January 18, February 18, 20, 22 and 27

Hastings, East Sussex
Relief 37ft Oakley ON 984: November 20 (twice) and December 5
D class: November 2, 5, 20 and December 5

Hayling Island, Hampshire
Atlantic 21: November 20 (twice), December 4, 18 and January 21

Helensburgh, Dunbartonshire
Atlantic 21: December 3, 8, 18, January 9, 22 and February 24

Holyhead, Gwynedd
47ft Tyne ON 1095: January 21 and February 18

Howth, Co Dublin
52ft Arun ON 1113: January 14, February 1 and 5

Hoylelake, Merseyside
37ft 6in Rother ON 1000: December 3

Humber, Humberside
52ft Arun ON 1123: November 6, 8, 13, 17, 24, 25, December 16 and February 21

Hunstanton, Norfolk
Atlantic 21: December 10, 26, January 13 and 29

Ilfracombe, North Devon
37ft Oakley ON 986: November 17

Invergordon, Ross-shire
Relief 48ft 6in Solent ON 1010: November 7

Islay, Argyllshire
50ft Thames ON 1032: November 12, December 12 and February 21

Kinghorn, Fife
C class: February 25

Kirkcudbright, Kirkcudbrightshire
37ft Oakley ON 981: January 3

Kirkwall, Orkney
52ft Arun ON 1135: December 16 (twice) and January 17

Kilkeel, Co Down
D class: November 10

Largs, Ayrshire
Atlantic 21: November 27, December 12, 28 and January 16

Lerwick, Shetland
52ft Arun ON 1057: January 13, 28 and February 9

Littlehampton, West Sussex
Atlantic 21: November 13, January 23, February 12, 19 and 26

Littlestone-on-Sea, Kent
Atlantic 21: December 17

The Lizard, Cornwall
47ft Tyne ON 1145: January 21 and February 28

Llandudno (Orme's Head), Gwynedd
D class: December 30, January 21 and 27

Lochinver, Sutherland
48ft 6in Solent ON 1007: December 18

Longhope, Orkney
47ft Tyne ON 1138: January 17 and Feb 25

Lowestoft, Suffolk
Relief 47ft Tyne ON 1122: November 20, December 3, January 21, February 4, 5, 19 and 21

Lyme Regis, Dorset
Atlantic 21: February 9

Lifeboat Services

November and December 1988,
January and February 1989

Continued

Lymington, Hampshire
Atlantic 21: December 17 and 26

Lytham St Annes, Lancashire
47ft Watson ON 955: November 6

Mallaig, Inverness-shire
52ft Arun ON 1078: November 10 and 23
Relief 52ft Arun ON 1071: November 28,
December 4, 8, 23, January 3, 9, 25 and
February 16

Margate, Kent
37ft 6in Rother ON 1046: November 13 and
January 17
D class: January 8, 11, 12, 22 and February 23

Minehead, Somerset
Atlantic 21: December 26

Moelfre, Gwynedd
47ft Tyne ON 1116: January 2

Montrose, Angus
48ft 6in Solent ON 1019: February 19

Morecambe, Lancashire
D class: November 5, December 25 and 28

Mudford, Dorset
Atlantic 21: November 13 (twice), December
17, January 18 and 21

The Mumbles, West Glamorgan
Relief 47ft Tyne ON 1133: December 10, 30,
January 19, February 5, 8 and 13

Newbiggin, Northumberland
Atlantic 21: November 1 and February 18

New Brighton, Merseyside
Atlantic 21: November 10, December 3, 22, 27,
January 17 (twice) and February 28

Newcastle, Co Down
Relief 37ft Oakley ON 975: January 14

Newhaven, East Sussex
52ft Arun ON 1106: November 20, 24,
December 11, 23, 25, January 13, 15, 29,
February 6 and 12

New Quay, Dyfed
37ft Oakley ON 996: November 4 and
January 16

North Sunderland, Northumberland
37ft Oakley: November 26, 29 and December 4
(twice)

Oban, Argyllshire
Relief 33ft Brede ON 1087: November 8, 21,
25, 29, December 5, 8, 18, 30, January 1, 5, 14,
21, February 12, 23 and 24

Padstow, Cornwall
47ft Tyne ON 1094: February 19 and 21

Penarth, South Glamorgan
D class: December 1, January 7, 15, 25,
February 4 and 28

Penlee, Cornwall
52ft Arun ON 1085: December 22, January 3
and February 4

Peterhead, Aberdeenshire
47ft Tyne ON 1127: December 3 and January 10

Plymouth, South Devon
52ft Arun ON 1136: November 6, December 8,
16 and February 14

Poole, Dorset
Relief 44ft Waveney ON 44-001: January 30
Boston Whaler: December 27, January 30 and
February 11

Portaferry, Co Down
Atlantic 21: November 5, 9, December 1 and
January 16

Port Erin, Isle of Man
Relief 37ft 6in Rother ON 1022: February 11

Porthcawl, Mid Glamorgan
D class: November 13 (three times), 27,
December 30
and January 2

Porthdinllaen, Gwynedd
47ft Tyne ON 1120: February 1

Portsmouth (Langstone Harbour), Hampshire
Atlantic 21: December 4 (twice)

Port St Mary, Isle of Man
54ft Arun ON 1051: November 12, 25 and
December 12

Port Talbot, West Glamorgan
D class: January 19 and February 8

Queensferry, West Lothian
Atlantic 21: November 12 (twice) and
January 4

Ramsey, Isle of Man
37ft Oakley ON 995: February 28

Ramsgate, Kent
44ft Waveney ON 1042: November 16, 30,
December 9, 20, January 4 and February 13
Atlantic 21: November 12, January 22 and
February 27

Redcar, Cleveland
Atlantic 21: November 6, 12, 27, December 18
and February 19

Rhyl, Clwyd
37ft Oakley ON 993: December 3

Rosslare Harbour, Co Wexford
52ft Arun ON 1092: November 15

Rye Harbour, East Sussex
C class: January 6

St Abbs, Berwickshire
Atlantic 21: January 24 (twice) and
February 20

St Bees, Cumbria
C class: November 13

St Catherine, Channel Islands
C class: November 11, December 27 and
January 28

St David's, Dyfed
47ft Tyne ON 1139: December 11 and
February 26

St Helier, Channel Islands
44ft Waveney ON 1034: December 27, January
28 and February 2

St Ives, Cornwall
37ft Oakley ON 992: November 6 and
December 16
C class: December 18, January 2, 23 and 29

St Peter Port, Channel Islands
52ft Arun ON 1025: November 27, December 1,
6, 27, January 27 and 28

Salcombe, South Devon
47ft Tyne ON 1130: February 8

Scarborough, North Yorkshire
37ft Oakley ON 979: November 1, 22 and 30

Selsey, West Sussex
47ft Tyne ON 1074: November 20 (twice), 21,
December 4, 22 and February 13

Sheerness, Kent
Relief 44ft Waveney ON 1002: November 20
(twice) and December 3
44ft Waveney ON 1027: January 21, February 4,
13, 15 and 18
D class: November 20, December 30 and
January 25

Sheringham, Norfolk
37ft Oakley ON 960: February 15

Shoreham Harbour, West Sussex
Relief 47ft Watson ON 971: November 1, 20
(twice) and January 14

Silloth, Cumbria
Atlantic 21: November 13

Southend-on-Sea, Essex
Atlantic 21: November 29, December 3, 9,
January 5, 14, 28 and 31
D class: December 28, February 12 and 15

Southwold, Suffolk
Atlantic 21: January 30

Staites and Runswick, North Yorkshire
Atlantic 21: November 27

Stornoway (Lewis), Ross-shire
52ft Arun ON 1098: November 2, 11, December
4, 6, 7, January 2, February 10, 13 and 23
(twice)

Stranraer, Wigtownshire
D class: February 27

Sunderland, Tyne and Wear
47ft Watson ON 969: February 11

Swanage, Dorset
37ft 6in Rother ON 1023: November 20
Relief 37ft 6in Rother ON 1047: December 3, 6
and February 3

Teemouth, Cleveland
47ft Tyne ON 1110: November 6 and 14

Tenby, Dyfed
47ft Tyne ON 1112: November 27, December
18, 19, 27 and 28
D class: December 28

Thurso, Caithness
54ft Arun ON 1052: November 25 and
December 8

Torbay, South Devon
54ft Arun ON 1037: November 13, 20 (three
times), 25, December 3, 9, 17, January 2, 14
and 18

Troon, Ayrshire
52ft Arun ON 1134: November 3, December 9
and January 9

Tynemouth, Tyne and Wear
Relief 52ft Arun ON 1062: December 4, January
3, 13 and February 19
D class: December 4 and January 3

Valentia, Co Kerry
52ft Arun ON 1082: November 12 and
January 13

Walton and Frinton, Essex
48ft 6in Solent ON 1012: November 4 and 24
Relief 48ft 6in Solent ON 1008: February 8

Wells, Norfolk
37ft Oakley ON 982: November 26

West Kirby, Merseyside
D class: January 3 and 16

West Mersea, Essex
Atlantic 21: November 18 and February 12

Weston-super-Mare, Avon
D class: December 11
Atlantic 21: December 11 (twice) and
February 11

Weymouth, Dorset
54ft Arun ON 1049: January 7, 23, 31 and
February 23

Whitby, North Yorkshire
44ft Waveney ON 1033: November 2, 27, 29
and December 1
47ft Tyne ON 1131: January 11, 22 and
February 27 (twice)

Whitstable, Kent
Atlantic 21: November 20 and February 4

Wick, Caithness
47ft Tyne ON 1121: January 13 and 24

Wicklow, Co Wicklow
Relief 48ft 6in Solent ON 1014: November 17
and 20

Workington, Cumbria
47ft Watson ON 940: November 13 (twice)
and 23
Relief 46ft 9in Watson ON 932: January 14
and 29

Yarmouth, Isle of Wight
52ft Arun ON 1053: November 11, 20 (twice),
26, December 4, January 23, February 4 and 18

Youghal, Co Cork
Atlantic 21: February 16

Lifeboats On Passage

52ft Arun ON 1086: January 26
12m Mersey ON 1124: October 31

Lifeboat services

The services listed are those for which returns had been received at RNLI headquarters by 26 May 1989.

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

People and Places

Around and about the RNLI

Luck of the draw

The 45th lottery draw took place on Sunday 30 April at RNLI Headquarters and was attended by a coach party of voluntary workers from the Dudley Branch.

Mrs Felicity Irwin, Public Affairs Executive for TVS, the south's independent television station, drew the winning tickets and the draw, which raised just over £66,000, was supervised by Ian Wallington, the Institution's regional manager.

Money raised from the lotteries now totals more than £1.8m and is an important source of income for the RNLI.

The prize winners were:

£2,000 – N.P. Smith, Uckfield, East Sussex.

£1,000 – S.P. Brereton, London SE6.

£500 – H.G. Larter, Burnham-on-Crouch, Essex.

£250 – Mrs D. Doyle, London NW6.

£100 – T.J. Jellis, Luton, Beds; Mrs M.G. Shrimpton, Bromley, Kent; Mrs J.E. Dobson, Holmfirth, Huddersfield; G.A. Pepper, Lymington, Hants; A.W. Smith, Falmouth, Cornwall; J. Sanders, Warndon, Worcester; A.W. McQuillan, Tewkesbury, Glos; Miss S. Roberts, Sheffield.

£50 – M. Rooke, Cheshunt, Herts; Air Cmdt Ducat-Amos, London SW19; S. Martin, Fleetwood, Lancs; Mrs M. Caulfield, London NW1; A.G. Vann, Ryde, Isle of Wight; R.A.B. Mace, Barnsley, South Yorkshire; Miss A. Osborne, Church Crookham, Hants; Mrs D. Carter, Bridgwater, Somerset.

It's a small world...



Red Cross awards for lifeboat staff



Pictured at the presentation of the Red Cross awards are (from left to right) David Wyatt of the British Red Cross Society, Staff Officer General Duties Richard Perks, John Burke-Gaffney (Director General of the British Red Cross Society) and Mrs Kay Brinton.

As reported in the Spring issue of *THE LIFEBOAT* the two RNLI staff members who took part in the flood relief operation in Bangladesh last year, Richard Perks and Mike Brinton, were awarded Special Certificates of Commendation by the British Red Cross, which organised the operation.

The certificates were presented by John Burke-Gaffney, Director General of the British Red Cross Society at a ceremony at RNLI headquarters on 25 May 1989. Mike Brinton was abroad and the certificate was accepted on his behalf by his wife Mrs Kay Brinton.

Model lifeboats and their builders raise large sums of money for the RNLI each year, and to further the cause an anonymous donor has provided a perpetual trophy in the name of the RNLI which will be awarded to the best model entered for the Model Engineer Exhibition each year. The exhibition is one of the largest of its kind in the world and is held in London each January.

Models eligible for the RNLI Model Lifeboat Trophy include any craft whose main function is the saving of life – which admits lifeboats of all nationalities, air/sea rescue launches and all kinds of rescue boat. Final decisions as to eligibility rest with the chief judge each year.

The trophy was won this year by W.A. Power of Atherton with a model of a 37ft 6in Oakley *Har Lil* and her carriage.

Ever younger!

Dear Editor,

I always look forward to receiving my copy of *The Lifeboat* and I read the Spring issue with my usual enthusiasm.

I must however draw your attention to one fact which needs correcting.

Your article on the recent wedding between the Ladies' Guild Honorary Secretary and the Station Branch Secretary at Penlee ('People and Places', Spring issue) states that Rosalie became the youngest ever guild secretary when she took over the post in 1971 at the age of 19.

My mother, Mrs Christine Oliver (nee Ford) was appointed Honorary Secretary of the Portslade Ladies' Guild in 1957 at the age of 16. She has always understood that she was the youngest Honorary Secretary ever appointed – unless, to coin a phrase, anyone knows better!

The wedding photograph in the journal in 1964 confirms the fact, as indeed does Mr Howarth's book on lifeboat people.

In varying capacities she has supported the RNLI ever since – now as the wife of the RNLI's Head of Fundraising!

Anne Oliver
Penryn, Cornwall

People and Places

Continued

On Station

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

Obituaries

With deep regret we record the following deaths; JULY 1988:

John Drew, mechanic of Penlee lifeboat from 1938 to 1970 and assistant mechanic from 1933. He was awarded a bronze medal in 1947.

NOVEMBER 1988:

Mrs Helen Preston, honorary secretary of Win-canton branch since 1970 when the branch was formed. She was awarded a silver badge in 1981.

Mrs Margaret Gething, president of the Hepworth & Scholes Ladies' Guild for 12 years and vice-president for two years.

FEBRUARY 1989:

Mervyn McAvoy, honorary secretary at Caister lifeboat station from 1952 until its closure in 1969. He was assistant secretary from 1949 and was awarded a silver badge in 1971.

Mrs Biddy Goodwin, box secretary of Bath Ladies' Guild since 1965 and a committee member since 1960. She was awarded a silver badge in 1976.

Mrs Joyce Cannon, committee member from 1966 and vice chairman of Matlock and Bakewell Branch since 1977.

Miss Moira Barrie, honorary secretary of Broadway Ladies' Guild since 1977 and awarded a silver badge in 1987. Miss Barrie, together with her sister Sheila, donated the D class lifeboat stationed at Tenby.

Leonard Lawrence, coxswain of Selsey lifeboat from 1960 until his retirement in 1961. He joined the crew in 1918, and was bowman from 1943 until 1952 when he became second coxswain until his appointment as coxswain in 1960. After his retirement he became a winchman and from 1973 until his death he was the boathouse keeper. He was awarded a statuette in 1989.

MARCH 1989:

Lieutenant Colonel Charles Earle OBE, secretary of the Institution from 1960 to 1961.

James Jane, coxswain of Cadgwith lifeboat from 1957 to 1963. He joined the crew in 1921 and served as second coxswain from 1946 to 1956.

John Nicholson MBE, coxswain of New Brighton lifeboat from 1939 to 1954. He first joined Hoylake crew in 1911 and then the New Brighton crew in 1921, and was second coxswain of No. 2 boat from 1922 to 1932 and No. 1 boat from 1932 to 1938. In 1928 he was awarded a bronze medal and a clasp in 1938.

Mr G.H.N. Walford, a committee member of the Sevenoaks and District branch for over 20 years, ten of which he served as box secretary. Mr Walford was awarded a statuette in 1988.

Mrs N. Mitchell, chairman of Haywards Heath Branch from 1966 to 1987 and president from 1987 to 1989. She was awarded a silver badge in 1977.

APRIL 1989:

Alex Titcombe, treasurer and flag day organiser

OVER 10 METRES

Hastings – Mersey 12-002 (ON 1125) *Sealink Endeavour* on 13 March 1989.

Portpatrick – Tyne 47-033 (ON 1151) *Mary Irene Millar* on 16 March 1989.

Thurso – Arun 52-43 (ON 1149) *The Queen Mother* on 24 March 1989.

Beumaris – Watson (ON 955) *The Robert* on 11 April 1989.

Montrose – Tyne 47-034 (ON 1152) *Moonbeam* on 28 May 1989.

of Hayling Island Financial Branch from 1970. A founder member of the branch he was awarded a silver badge in 1977 and a gold badge in 1985.

Mrs Joan Mant, vice chairman of Bath Ladies' Guild since 1980 and a very longstanding member of the committee

Mr T. Downing MBE, honorary secretary of Barrow Station Branch since 1949, being the assistant honorary secretary and treasurer from 1946-1949. He was awarded a pair of binoculars in 1960, a gold badge in 1975 and a bar to the gold badge in 1981.

Mrs A.M. Cook, chairman of Cocker-mouth Ladies' Guild from 1974 to 1978 and president from 1978 until her death.

Mr R. Shardlow, honorary secretary of Keswick Branch from 1979 to 1988.

Mrs Jean Woosnam, honorary secretary of Wilmslow Branch since 1976. She was awarded a silver badge in 1988.

MAY 1989:

Jack Pride, president of Bridgwater Branch since 1979. Previously honorary treasurer of Midsomer Norton Branch from 1965 to 1969 and honorary treasurer of Bridgwater Branch from 1969 to 1974. Appointed chairman and honorary treasurer from 1974 to 1977 and chairman from 1977 to 1979. In 1980 he was awarded a silver badge.

John Corin, president of Coverack Branch since the early 1970's. He joined the committee in 1951 and was appointed branch auditor. He was chairman and deputy launching authority from 1956 to 1979 when the lifeboat was withdrawn. Mr Corin was awarded a silver badge in 1970.

Captain P. Greevy, member of the Committee of Management from 1983 to 1989.

Surgeon Captain John Page CBERN, vice chairman of Gosport Branch from 1982 to 1989 and a long standing member of the committee.

Mrs Elsie Noel, vice chairman of Mumbles Ladies' Guild from 1979 until her death. She was awarded a silver badge in 1985.

JUNE 1989

Capt T. A. C. Keay VRD** RNR, joined the committee of management in 1979 and became vice president in 1988.

In the obituaries in the Spring issue the name of Miss E. Smith of Nairn Ladies' Guild was incorrectly printed as Miss E. Nairn. We apologise for any distress this may have caused

Long Service Awards

The Long Service Badge for crew members and shore helpers who have given active service for 20 years or more has been awarded to:

Aith – Assistant Mechanic J.W. Hunter (posthumous)

Bembridge – Winchman O. Harbour

Blackpool – Crew Member K.

Horrocks, Shore Helper B. Pickard

Broughty Ferry – Second Coxswain H. Scott

Bude – Crew Member J.M. Ball, Shore Helper T. Marshall

Dunmore East – Mechanic S. Kearns, Coxswain J. Walsh

Falmouth – Coxswain V.D. Pentecost
Galway Bay – Crew Member M. Beatty

Holyhead – Assistant Mechanic D. Barry, Crew Member S. Owen, Head

Launcher R. Thomson

Horton & Port Eynon – Crew

Member P.R. Muxworthy

Llandudno – Shore Helper G. Evans

Minehead – Crew Member C.D. James

Newcastle – Head Launcher H. Paul

Port Talbot – Shore Helper J. David

Shore Helper W.N. Stewart

Porthdinllaen – Emergency Mechanic J.I. Griffith

Queensferry – Shore Helper G.

McAlpine

Rhyl – Head Launcher D.G. Dolan,

Shore Helper R.G. Perrin

Sheerness – Crew Member M.E. Keen

St Peter Port – Crew Member J.H.

Robilliard, Mechanic R.L. Vowles

Tenby – Emergency Mechanic C.

Thomas

Thurso – Coxswain W.R. Farquhar,

Crew Member N.M. Farquhar

West Mersea – Crew Member D.

Mills

Yarmouth – Coxswain D. Kennett

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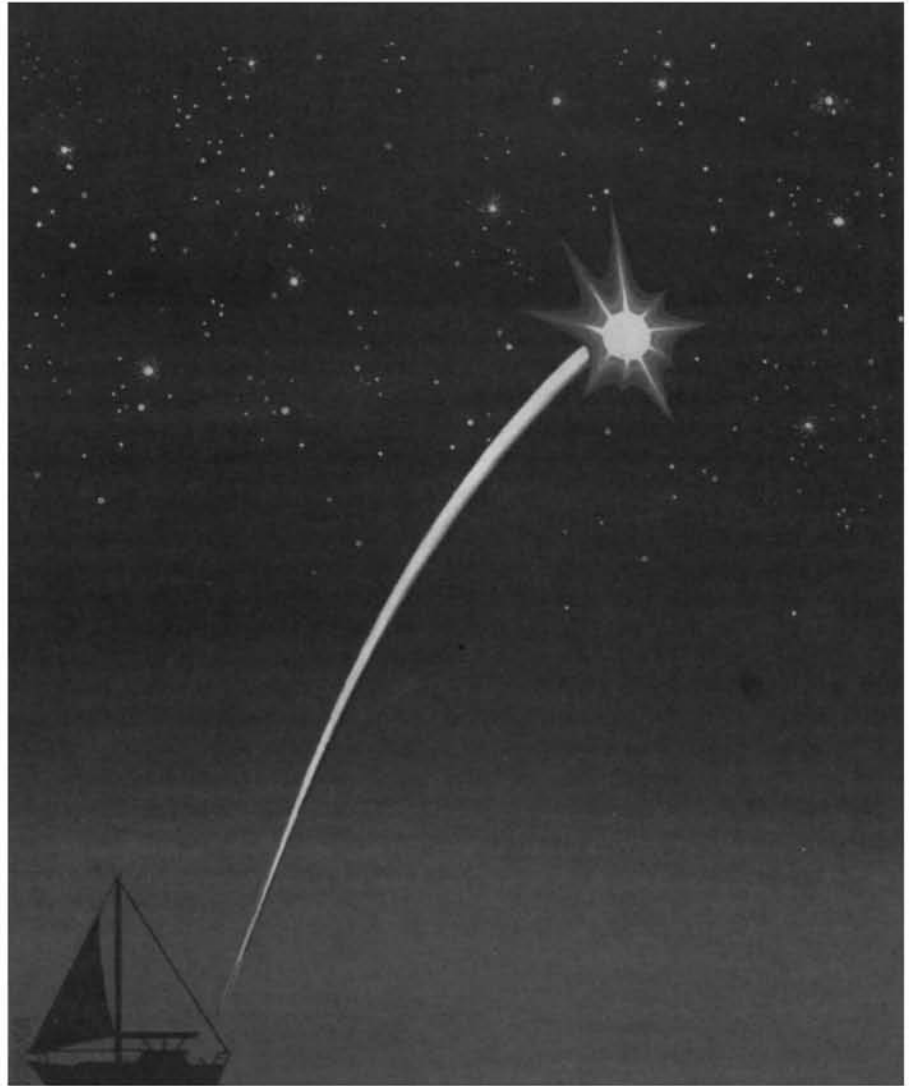
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Year Built: _____ Overall Length: _____ Will craft only be used for private and pleasure purposes—Yes/No. (If 'No' give details on separate sheet)

H.P. of engine(s) _____ Max Speed: _____ Usual Mooring: _____

Cruising Range: Non-tidal/UK Tidal and Coastal/UK+Channel Waters/Other (delete as appropriate)

Total Value £ _____ Previous losses—Yes/No (If 'Yes' give details on separate sheet)

No Claims Bonus _____ years _____ Renewal date of current policy: _____

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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 R.N.L.I. 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:



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Telephone: (0869) 253355.



...a rather nice marina

The Chichester Yacht Basin is currently undergoing an extensive refurbishment programme, which means by April 1989, we'll have created an additional 120 berths.

So if you're quick to apply, you could find yourself mooring up in one of Europe's most prestigious marina's.

In addition to the rather unique attractions mentioned on the front of this leaflet, Chichester Yacht Basin plays host to a number of other benefits, including:

- General Retail Shopping and Chandlery
- Ample car and trailer parking
- 24 hour boat security
- Sheltered moorings
- Lifting equipment (up to 12 tons)



- Diving facilities
- Electrical points and freshwater supply at berths
- Easy access to the Solent
- Easy access to motorway network
- 22ft minimum chargeable length
- Prestigious Yacht Club
- VHS Radio Channel 37
- Re-fuelling facilities
- Superbly appointed shower facilities
- Laundry facilities
- Cafe Bar
- Mooring from: £125 without

power and £128 with power per meter per annum

- Four Gold Anchor awards 88
- Member of N.Y.H.A.

But then at Chichester, we believe in giving you more for your mooring.

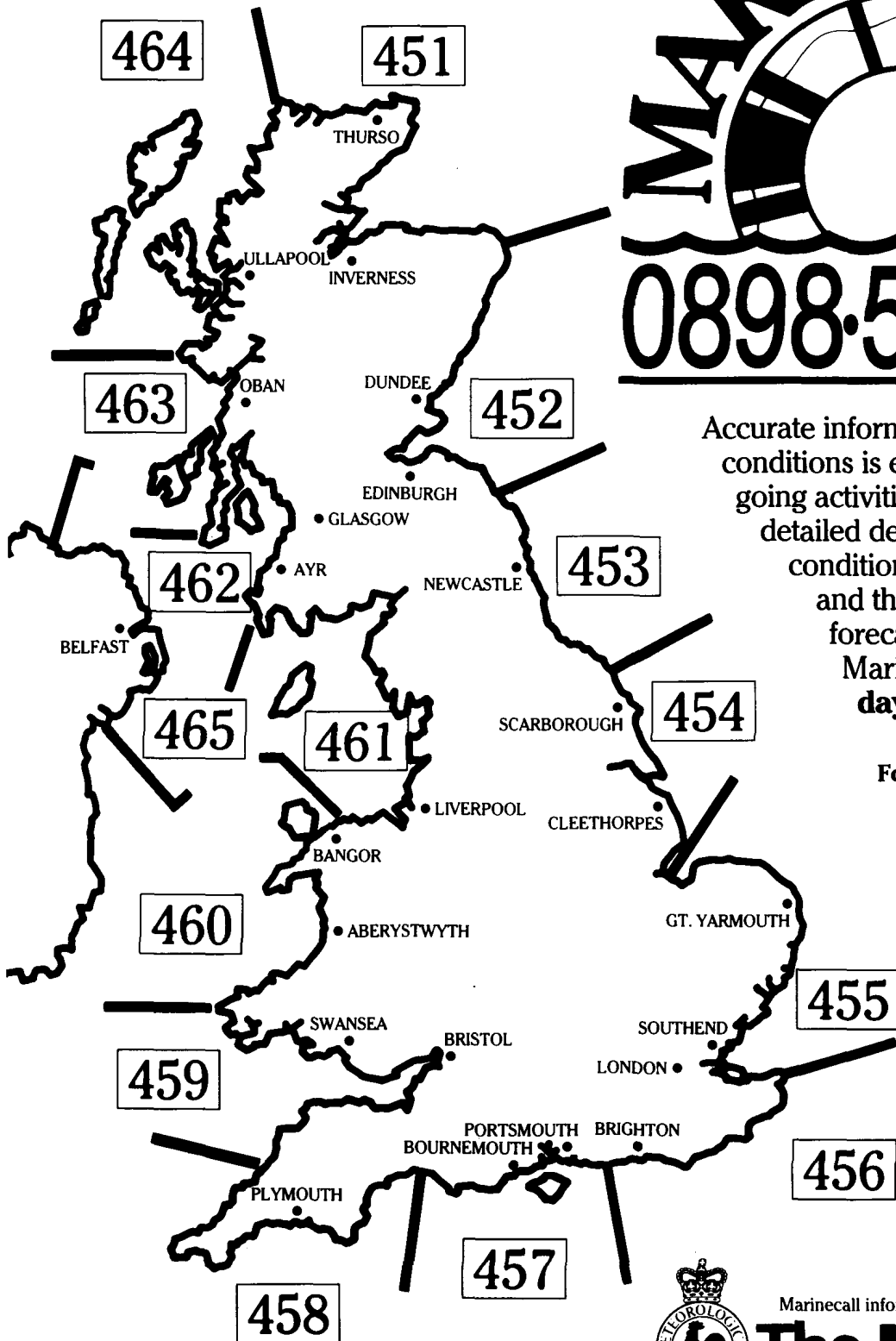
To apply for one of the 120 berths, or for more information, write to:

Mr John Haffenden
The Berthing Manager
Chichester Yacht Basin
Birdham
Chichester
Sussex
PO20 7EJ
Or telephone (0243) 512731



CHICHESTER
Yacht Basin

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Nor strictly because CAT Marine Service has a reputation for being snappy, precise, and readily available.

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