

Journal of the
Royal National Lifeboat Institution

Volume 51 Number 509

The Lifeboat



Autumn 1989 *The Queen Mother naming ceremony*

Lifeboat services around the coast

Talking to the medal winners



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The Lifeboat

Autumn 1989

Royal National

Lifeboat
Institution

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COVER PICTURE

courtesy of
The Scottish Daily Record

Her Majesty Queen Elizabeth The Queen Mother pictured after officially naming Thurso's new Arun class lifeboat *The Queen Mother* on 9 August 1989.

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New Chairman visits Poole headquarters

The new Chairman of the RNLI, Mr Michael Vernon, visited the Institution's headquarters and depot at Poole on 31 August, to meet members of staff and talk to a number of station honorary secretaries. Mr Vernon was elected Chairman of the RNLI at a meeting of the Committee of Management held on 29 June 1989, and succeeds the Duke of Atholl who retired after ten years as the Institution's Chairman.

Mr Vernon brings to the position of Chairman a wealth of business experience, in addition to many years practical experience at sea as a well-known yachtsman.

After service in the Royal Marines, and subsequently obtaining a degree in Law at Trinity College, Cambridge, Michael Vernon joined Spillers Ltd as a trainee in 1948. He became Chairman and Chief Executive of the company in 1968, and held those positions until 1980 – the year in which he became a Deputy Chairman of the RNLI after 17 years on the Committee of Management and five years as a Vice President.

Since that time he has held various directorships but has reduced his business activities as his work for the RNLI has increased.

Mr Vernon was President of the British Food Export Council from 1977 to 1980, a Member of the CBI Council from 1977 to 1980 and is a Companion of the British Institute of Management. Somewhat appropriately perhaps he was in 1956 awarded the Royal Humane Society's Bronze Medal for saving life from drowning.

Michael Vernon is a keen sailor and was Vice Commodore of the Royal Ocean Racing Club for three years and Commodore for four years in the 1960s. He took up ocean racing in 1947, and has owned a series of yachts named *Assegai* over a 30 year period from 1959 to the present day. Earlier *Assegais* were well known in ocean racing circles and in 1966 Mr Vernon captained the threeboat British team which won the American 'Onion Patch Trophy' a series of races in American waters, including the Newport to Bermuda race – the only time a British team has taken the trophy. Following this event *Assegai II* raced from Bermuda to Copenhagen.



Mr Michael Vernon, the new Chairman of the RNLI, pictured during his visit to the Poole headquarters and depot on 31 August 1989

In the mid 1970s Mr Vernon turned from ocean racing to cruising and he and his wife now sail a 40ft sloop, *Assegai VI*, which was launched this year.

Taking up his position as Chairman Mr Vernon said: 'Under the dedicated leadership of the Duke of Atholl the past decade has been a period of significant technical progress and income growth for the RNLI. I feel sure that this will be maintained in the years ahead.

'There is however still much to be achieved: in particular, I believe we must further increase the speed of response to casualties around the coast, and also that we must strive to improve the overall efficiency of the Institution so that we continue fully to justify the splendid public support we now enjoy.'

The Duke of Atholl

His Grace the Duke of Atholl was presented with two mementos of his ten year period as Chairman of the RNLI during June. At the meeting of the Committee of Management of 29 June the director of the Institution, Lt Cdr Brian Miles, presented the Duke with a book containing messages of goodwill from many lifeboat stations.

The messages included photographs taken during visits His Grace has made to various stations, poems and letters wishing the Duke well for the future.

On the previous day the director had also presented the Duke with a mounted line-throwing gun as a token of appreciation from the staff of the RNLI.

Newspoint

Television advertising

The Independent Broadcasting Authority has decided that charities are now free to appeal for funds and to promote their objectives in advertisements on television and radio.

The RNLI has no immediate plans to use the broadcast media, and has always been concerned that the availability of TV advertising might mean less free coverage if charities were perceived to be able to pay for their own air-time. There are also fears that we may be drawn into the expense of TV advertising merely to maintain our profile at a level as high as those charities who are more willing to use the medium. The Institution must, of course, review its advertising policy in the light of any developments along these lines, and it remains to be seen whether these fears are justified.

Some of the wilder statements in the press, suggesting that TV advertising will replace traditional methods of fund raising are patently fanciful, certainly as far as the RNLI is concerned.

However, advertising on local radio is far less expensive than on television, and there may be opportunities for RNLI promotions which coincide with branch events. Also, if a commercial company were to incorporate an RNLI message in a TV advertisement, paid for by them, it may well be worth considering.

One thing is certain, supporters need have no fear that the Institution is about to embark on an extravagant television advertising campaign – funds are best spent on the RNLI's prime objective, saving life at sea.

The Duke of Atholl had agreed to stand for re-election as Chairman for a maximum of ten years when he was first elected in July 1979, and was standing down after overseeing a period of enormous change in the Institution. Since 1979 there has been a 60 per cent increase in the workload of lifeboats, and the programme to have a new-generation fast lifeboat at every station around the coast was also instigated during the Duke's term of office.

His Grace joined the RNLI's Committee of Management in 1959, served as Vice President and Deputy Chairman for seven years, and was also the Convenor of the Scottish Lifeboat Council for some years.

The Duke continues to play an active part in the Institution as a member of the Committee of Management.

States of the art

The RNLI's Public Relations Officer, Edward Wake-Walker, has been awarded a Churchill Travelling Fellowship to study how American charities promote their activities and to report back for the benefit of similar UK organisations.

Edward will spend seven weeks in the USA, with all expenses met by the Winston Churchill Memorial Trust, visiting charities, media and advertising agencies and the US Coastguard.

Perhaps appropriately he arrived in America on 9 October – Columbus Day!

Centre stage

In one of his final duties as Chairman of the RNLi before retiring the Duke of Atholl officially opened a new Coastguard Maritime Rescue Sub Centre on the quayside in Weymouth, Dorset on 27 June 1989. The Duke, who was accompanied by the RNLi's director, Brian Miles and the chief of operations Commodore George Cooper, arrived at the centre aboard Weymouth's Arun class lifeboat *Tony Vandervell*.

During 1988 92 per cent of all RNLi services were co-ordinated by HM Coastguard.

On the cards

The 'affinity' Access card, from which the RNLi benefits when it is taken out and whenever it is used, is now much more readily identified with the Institution. The front of all new cards now bears a picture of an Arun class lifeboat, and all existing cardholders will be contacted by the bank shortly and sent the latest version of the card.

In addition all RNLi Access affinity cardholders on the books at 30 November 1989 will be eligible for a free draw. There are three prizes, all with a nautical connection, and the draw will be held at the London Boat Show in January 1990.

Three awards for lifeboatmen

Three awards to lifeboatmen were announced by the RNLi recently.

The Maud Smith Award provides a small sum of money from a legacy left in 1943 by Miss Maud Smith in memory of John, Seventh Earl of Hardwicke. The award is presented to the lifeboatmen who, in the opinion of the Committee of Management, performed the bravest act of lifesaving during the year. Coxswain John Catchpole of Lowestoft will receive the 1988 award for his part in the rescue of the crew of five from the coaster *Medina D* on 19 October 1988.

In 1968 an anonymous donor provided a sum of money to provide a reward for the crew of a lifeboat under 10m which, again in the opinion of the Committee of Management, carried out the most meritorious rescue during the year. The 1988 award, known as the Ralph Glister Award, has gone to Helmsman Frank Dunster and Crew Members Graham Raines and Rod James for their service to the yacht *Dingaling* when the lifeboat rescued a man who had fallen overboard.

A similar award is made each year from the William James and Hannah Mateley Reward Fund for medal services carried out on the Lancashire coast, including Liverpool Bay. The Helmsmen of both Blackpool lifeboats received Bronze medals for their part in a service on 6 January 1988 and additional rewards under the terms of the fund have been made to them and the Crew Members involved.

Home again – after 57 years



John and Naomi Beattie under sail during her historic passage to her original station at Aberystwyth.

(Photo courtesy David Jenkins)

An ambitious scheme finally came to fruition earlier this year when the 83-year old ex-lifeboat *John and Naomi Beattie* proudly returned to her original station of Aberystwyth under sail and oar – some 57 years after last leaving.

The ex-lifeboat had made an historic passage from Swansea, via Tenby, Milford Haven, Fishguard and New Quay to return to her home of 26 years during the August Bank Holiday.

The story began some years ago, when Swansea Maritime Museum's search for an old pulling and sailing lifeboat resulted in the remarkable discovery of an ex-lifeboat lying nearby in Port Talbot. She was in

reasonable condition, complete with end boxes and was to be burned if the museum was not interested in taking her! The mark 'T K100', discovered under layers of paint on her stem, identified her as *John and Naomi Beattie*, built in 1906 by Thames Ironworks as ON 562. She had served at Aberystwyth from 1906 until 1932, the last pulling and sailing lifeboat at the station, before being sold out of service.

During her painstaking restoration the museum staff became friendly with crew of the inflatable lifeboat now stationed at Aberystwyth, and as work progressed plans to visit the old lifeboat's original home began to take shape, at first by road and then, much more ambitiously, by sea and under her original power.

Escorted throughout by Aberystwyth University College's research vessel, and at various times by other lifeboats stationed along the route, the veteran sailing and pulling boat made most of the passage under her own power, taking an occasional tow just to keep up with her busy schedule, and was sailing at more than six knots as she made her triumphal approach to Aberystwyth.

More than 500 people were waiting to greet her as she entered the harbour, escorted by the station's C class inflatable, furled her sails and rowed smartly up to the quay. Local honorary secretary David Jenkins, who had been on the support vessel throughout the trip said: 'It was as if her crew had years of practice rather than one week! The passage home to Aberystwyth was an experience that none of us will forget'.

Her crew for the trip consisted of lifeboatmen from Mumbles (Peter Algie, Paul Leleu, Carl Thomas and Ritchie Webern) and Aberystwyth (David S. Davies, David Davies, Alex James, Maldwyn Jenkins, Brian Pugh-Jones, Peter Norrington Davies and Lyn Rees).

Soon in action

The RNLi's latest lifeboat station, opened for a year's evaluation at Ballyglass (see RNLi News, Spring 1989 issue), welcomed its new lifeboat in tumultuous fashion on 26 August 1989.

Pipe bands, fog horns and fire engine sirens greeted *City of Bradford IV* as she arrived at the isolated station near Belmullet in Co. Mayo, for what is usually an emotional but relatively low-key event. However, the enthusiasm of the local population was such that hordes of spectators packed the small community for a blessing.

Although the station was not yet designated as fully operational the Arun class lifeboat was soon in action. On 4 September the Second Coxswain heard that a fishing vessel had fouled her propeller four miles north of the station. *City of Bradford IV* soon found the casualty, close to rocks in a SW Force 5-6 wind, and towed her to safety.

Medex 89

A major medical emergency exercise called Medex 89, involving four lifeboats and co-ordinated by HM Coastguard, was held in the Firth of Clyde on 5 July 1989.

Largs' Atlantic 21, Troon's Arun, Girvan's Brede and Arran's C class lifeboats responded to a scenario which involved an imaginary passenger aircraft ditching off Ardrossan and striking a fishing vessel during its descent. Two further subsidiary incidents were also staged, diverting one of the lifeboats and dealing with divers suffering from decompression problems and mild radio-active contamination.

A wide range of imaginary casualties tested the skills of all concerned in the day-long exercise, which was followed by a meeting of the RNLI's Medical and Survival Committee the following day.

In the picture, now...

Photographs which capture the true nature of conditions in which lifeboats and their crews sometimes have to operate are rare, and those that do succeed deserve acclaim.

It is all the more unfortunate therefore that a misunderstanding robbed the photographer of his credit for the magnificent photograph of the Portrush lifeboat putting to sea in extreme conditions which was published in our Summer issue. Rarely has a single photograph generated such interest from readers, and many have ordered copies from the photographer, Ian Watson.

Ian is willing to supply further colour prints of the photograph to readers of *THE LIFEBOAT* and can be contacted at Portrush Photographic, 80 Main Street, Portrush, Co. Antrim, telephone (0265) 824588.

... and in the future

Minolta UK has donated six waterproof cameras to the RNLI, which are to be used in a pilot scheme to see whether good action photographs can be obtained from lifeboat crews during a service.

The cameras have been sent to various stations around the coast and the aim is to provide newspapers, *THE LIFEBOAT* and the Institution's public relations department with the kind of action picture which brings home the real work of the RNLI.

The Minolta 35DL cameras are designed to be simple to use. Operational requirements must always come first, but the Institution hopes that the crews will be able to snatch photographs which will help with all aspects of publicising the work of the RNLI and raising funds.

No mystery for Poirot!



Despite the fact that they were filming a 'whodunnit' there was no mystery about the benefits to Salcombe lifeboat when a London Weekend Television film crew spent two weeks in the town.

The unit was filming a feature-length episode of Agatha Christie's 'Poirot' in and around the harbour, with the lifeboat store and other harbour facilities at the disposal of the film crew.

Poirot himself, alias actor David Suchet, autographed copies of the Christie novel 'Peril at End House' which were sold by the Salcombe Bookshop and the proceeds donated to the RNLI, the film crew collected £150 and a local property owner whose gardens were being used in the filming added another £500.

David Suchet is pictured presenting a cheque to Salcombe lifeboat Coxswain Frank Smith, and the actor and his family were later given a tour of the station's new Tyne class lifeboat *Baltic Exchange II*.

Enthusiastic support

Members of the Lifeboat Enthusiasts Society visited the RNLI's headquarters in Poole during June as part of their 25th anniversary celebrations.

More than 60 members, the biggest turnout ever for a Society visit, from throughout the country toured the offices and depot and attended the handing-over ceremony for a relief fleet D-class inflatable.

During the Enthusiast's day-long visit the archivist of the society, and one of the founding members, Jeff Morris presented the Institution with the historic Gordon Campbell collection of postcards, which had been purchased by the society, renovated and mounted in new albums.

At the same time the society also presented the Institution with a cheque for £2,600 to be used to refurbish old and valuable records in the Institution's library - partly the proceeds of a sale of items and partly a donation.

The members of the Society showed their appreciation of their secretary, John Francis's, hard work on their behalf over the 25 years by taking the opportunity to present him and his wife with a splendid decanter and glasses, engraved with lifeboat designs, to commemorate the anniversary.

Lifeboat changes

The RNLI is studying the possibility of establishing a slipway launched lifeboat at Kilkeel, Co. Down.

At present the station operates a 16ft D class inflatable, but following an agreement in May with the Northern Ireland Fishery Harbour Authority to allocate a site for a slipway launched lifeboat plans to operate a 47ft Tyne class lifeboat can be progressed.

Commodore George Cooper, the RNLI's chief of operations said: 'There is a high concentration of fishing and other traffic at Kilkeel, and if we can successfully establish an all-weather station at this location it will markedly improve the lifeboat cover in the area.'

A decision to operate a 21ft Atlantic 21 class rigid inflatable lifeboat from Kirkcudbright was also taken in May. Trials to evaluate the Atlantic 21 at the station had been under way for some months.

The high speed, 29 knot Atlantic 21 will, for the time being, be located in the boat house previously used for the 8 knot Oakley class *Mary Pullman*.

The decision to introduce an Atlantic 21 at the station was brought forward by the unexpected early withdrawal of *Mary Pullman*.

125 years ago

From the pages of THE LIFEBOAT, October 1864 issue

LIFEBOATS FOR THE FRENCH COAST

We have much pleasure in being able to report that the French Government have decided to place some life-boats on the coasts of France. Preparatory to doing so it appears to have been decided to obtain every information of the subject, and to ascertain the results of experience in this country, where life-boats have been so much more extensively in use than in any other.

Accordingly after some preliminary enquiry three life-boats, of different sizes, on the self-righting model of the NATIONAL LIFEBOAT INSTITUTION, have been ordered by the French Government, complete with transporting carriages and equipped in the same manner as that society's boats.

A French naval officer of rank, Commodore De La Roche Kerandraon, has likewise visited this country by direction of his Government to obtain a knowledge of the system of management of the life-boat establishments of this Institution.

He was accompanied by the Inspector of Life-boats of the Institution to its station at Walmer where he witnessed the launching of the life-boat; and also to two coastguard stations, to examine the rocket and mortar life-saving apparatus.

The Commodore expressed himself as being much gratified with all he had seen, and as highly appreciating the attention he had received from the Institution.

The October 1864 issue of The Lifeboat was much concerned with the infant science of weather forecasting, and many of the remarks seem topical to this day. Who for example can fail to have heard 'persons impugning their accuracy'!

Opening that issue of the journal Vice-Admiral R. Fitz-Roy wrote of the new forecasting system:

The Life-boat Journal having aided practical meteorology the following memorandum, as a general answer to numerous observations and questions, may interest its readers:

"Many persons have asked questions about forecasts of weather and their principles. Some have impugned their accuracy, and a few have demurred to their having any claim to a really scientific basis.

"No doubt that as very different views of atmospheric commotions or changes are taken by able men, such subjects may scarcely seem worth their earnest attention, because as yet they have not been brought to the verification of a rigid mathematical analysis...

"It is by a continuous observation of the changes and indications of change that we are now enabled to decide and direct with confidence...

"That errors have occurred - that we have been too slow, or have given warning where it seemed unnecessary - may appear to have been unavoidable in such new and tentative experiments..."

Today's Lifeboatmen



Coxswain/Mechanic David Chant of St Davids became a shore helper and assistant winchman in 1962 before joining the crew in 1984. He was appointed coxswain/mechanic in 1988.

David was awarded a bronze medal this year in recognition of the courage, seamanship and boathandling skill displayed by him when the lifeboat rescued the crew of four of the motor fishing vessel *Stephanie Jane* and saved the vessel, which had broken down and was dragging her anchor near to rocks five cables south of the South Bishop lighthouse in a strong westerly gale and very rough seas on 26 February 1989.

David is married and he and his wife Sandra have a son, William. Together they own the Marine Life Centre in St Davids and any spare time that he has is spent fishing and painting.

Facts and figures

Provisional statistics as at 29 August 1989, show that during 1989:

The RNLI's lifeboats were launched 2,050 times (an average of more than 8 launches a day)

More than 719 lives were saved (an average of 2 people rescued each day)

More than 31 per cent of all services carried out by lifeboats were in winds of Force 5 and above

More than 53 per cent of all services were to pleasure craft
There are 263 lifeboats on station, with a further 104 in the relief fleet

118,616 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 - £455,000

47ft Tyne - £590,000

52ft Arun - £600,000

At the limits

Each year's Annual Presentation of Awards provides an opportunity for an informal discussion on some of the medal services, the lifeboats involved and other aspects of lifeboat work. The day after the presentation of the medals in London this year Bronze medallists **Alan Clarke** of Hunstanton, **Graham Raines** of Hayling Island and **Nick Botham** of Whitby spoke to the RNLi's Assistant Chief of Operations **Commander Mike Woodroffe** about work aboard the Institution's smaller lifeboats. They were joined by **Rod James**, a crew member on the Hayling Island Bronze medal service.

Handling the lifeboats

Mike Woodroffe: *In all three of the medal services in which you took part there were 12-15ft seas and both the Atlantic 21 and the D class were really operating at their upper limits. How did you find the boats handled in those sea conditions?*

Alan Clarke: When we were running free it was not too bad, when we reached the casualty and started to come across the wind in to her lee, she was very, very shy. You did not want speed, you wanted power to keep her head up. Once we got the casualty on board I remember the lads shouting 'here comes one' and the Atlantic started to rise. I remember the Atlantic starting to rise, looked up, and I had to look up again to see the top of the wave. The skipper of the Portunus said he could see completely underneath us! I was very concerned about the wind getting under the hull when she was clear of the water. Normally you can gauge when your boat is going to fly and you are on the throttles to keep her head down as she crests. It's very difficult reading the sea at night, you don't see the holes, it's just black and white.

Did you feel you had enough power?

Clarke: I wouldn't have wanted a lot more sea - I think we would really have been struggling if we did. If we had gone up the Deeps that night instead of standing in to the shoal ground where the sea was shorter I think we would have been in real trouble.

Rod James: There seems to be two responses to a large wave. One I've used in the past is to put a lot of power on. On one particular wave, not on this service but a previous one, we hit a real white curler and became completely airborne. I've always felt confident that the boat is going to come down flat, or at least by the stern and then drop in. On the call-out when Graham got the medal the problem was that the wave actually broke right over us, and we appeared to have gone straight through it. The helicopter crew said they lost sight of us entirely and were under the impression we had capsized. On both occasions I felt that the boat could handle the situation, but at what size the wave gets to the point when it knocks us back I just don't know - I haven't yet felt that is going to happen.

Graham Raines: When that particular wave hit we were very lucky. It was so large that the top was breaking and as we went up the helicopter pilot said the top of it broke in the bow of the boat, pushing it back down.

Nick Botham: We operate a 3-man crew on our D class, whereas some boats have two, so we've got a man forward as ballast. It's OK

Whitby's D Class inflatable on the service referred to by Nick Botham, when she ferried a party of 27 school children and three teachers - who had been cut off by the tide - out to the station's 44ft Waveney.

(Photo courtesy Whitby Gazette)



under those circumstances. In daylight, you can see the seas are heavy and read where you want to go next. When we had the casualty on board she was like a camel to handle. With his storm gear full of water he must have been 20 stone. Once he was on board she wouldn't go anywhere, no response, and it was a struggle to keep her head to sea and get out of the breakers.

We are trying a D class with twin-engines, although it is very much in the research and development stage. Have you any thoughts or comments?

Botham: Well, it would have come in handy at one moment on that job. After we got the casualty on board and I was making my way out to sea we crested a wave, and I rolled off the throttle as you do. Perhaps I let it go a bit too far, or slightly too early but the motor stalled as a wave came under the boat. I thought we'd had it then. Luckily she started first pull - an electric start might have come in handy!

James: It's worth noting that even with the number of people that we had on board in quite severe conditions the boat was still able to make it head to sea with one engine. I would not want to try to run with the sea behind me with one engine though - that would really have been a problem. While she was still head to sea in those conditions I felt she was handling the situation quite well. In fact coming back across the bar with one engine, with three of us on board, she was fine.

The Portsmouth Atlantic 21 stood by us while we came across - but apart from one occasion when Frank (*Frank Dunster, the helmsman - Ed*) had to push the throttle hard and run before a wave she handled well. She seemed to start to surf, you felt there was no steerage and she started to go. But that was only once in the whole time we crossed the bar, and the conditions were severe.

Raines: She was very impressive with one engine.

Clarke: *Do you find the response is sufficiently rapid with one engine to get her going fast enough before the one astern catches you?*

James: She's just much more sluggish with one engine, but once you get her going she seems to handle the conditions quite well. I would not have wanted more people on board - in fact we transferred one back to the Portsmouth lifeboat because we wanted to reduce weight.

Clarke: We exercise on one engine, and as you say the least number of people on the boat the better. If you get one chap forward to trim the boat she'll come up on the plane on one engine

It is true to say that with a single engine speed is less than maximum wave speed, so with a following sea the waves are going to overtake you, and that is where you are vulnerable.

Recovering survivors

Let us consider the difficulties of getting survivors out of the water in heavy sea conditions.

Clarke: Well, it's a matter of horses for courses at the time. Sometimes you can come up into the wind, sometimes you can come across the wind. We haven't really experienced problems here. We have never tried to take a guy out of the water under the conditions that Graham and Rod had, but normally we have no problems at all.

Raines: We practice it quite often, going out to sea and on the bar and picking them up between the waves. But on the day of our service the seas were a lot different, a lot closer, so we couldn't do it in the way we had trained!

Botham: It's obviously an easier proposition with the D class in general terms because of the lower freeboard. It took a lot of grunt to

**Alan Clarke**

Helmsman of the Hunstanton Atlantic 21 *Spirit of America*. Awarded the Institution's Bronze medal for taking off an injured man from the MFV *Portunus* under tow in the Wash in Force 9 winds, short steep seas and total darkness on 7 February 1988.

**Nick Botham**

Helmsman of Whitby's D Class inflatable during a service in heavy breaking seas to the yacht *Cymba*, for which he was awarded the Institution's Bronze medal. Whitby's Waveney class lifeboat also took part in the service, on 9 April 1988, and her coxswain Peter Thomson was also awarded the Bronze medal.

Graham Raines

Crew Member aboard the Hayling Island Atlantic 21 on a service to the yacht *Dingaling* on 9 October 1988. Crew Member Raines entered the water in conditions near the limit of operation for an Atlantic 21 to support a survivor from the yacht and was awarded the Institution's Bronze medal.

**Rod James**

Crew Member aboard the Hayling Island Atlantic 21 during the Bronze medal service to the yacht *Dingaling* on 9 October 1988. Crew Member James was awarded the Institution's Thanks on Vellum for his part in the service, as was the Helmsman Frank Dunster.



get our casualty on board, and it took three of us to get him in the boat. It's less of a problem in a D class than in an Atlantic because you're not leaning down over the side, so it's less of a struggle.

James: Previously I had never experienced any particular difficulty in getting people out of the water, and always thought the Atlantic was particularly good for that.

When the adrenalin is flowing and you are really in a hurry you can pick people out which normally you just wouldn't shift.

The problem we faced was the rise and fall of the boat which was so severe that when I leaned over to grab Graham he just disappeared from me because of the size of the waves. Twice I ran forward to get the first opportunity of catching him, but on both occasions the bow rose so far that he was out of arms' reach even with me leaning right over. When I finally got hold of him he was too far away, I grabbed him, overbalanced and fell overboard. In the normal operational position that has never been something that I've ever worried about.

Rapid response

Can we talk about the advantages of the smaller, faster lifeboats. The rapid response, the very fast transit to the casualty and the benefits of catching the casualty early on in an incident.

James: When we describe a call-out some people ask why couldn't the casualty have sorted itself out. But the Atlantic, and the faster large lifeboats, respond so quickly that they often resolve a problem before it has become serious.

It can be misleading. We've often crossed the bar and reached a casualty within a matter of four or five minutes and found them drifting into a situation which if left another five or ten minutes would have been very serious.

I think it is difficult to evaluate how successful we actually are, as a lot of the calls are to situations which if left would have deteriorated rapidly and got more serious.

Clarke: The Atlantic is a rapid-response boat. Her speed is one of her greatest assets and can be paramount in saving life – but she can only be driven as hard as the sea will allow.

The Exposure factor

In the under 10m lifeboats you are exposed to the elements all the time. How do you feel this affects your performance?

Clarke: It's the endurance factor. Some of our services are local, on your doorstep so to speak, but others are 30-, 40-, or 50-mile round trips at all times of the year...

I see Graham raising his eyebrows. It just shows how different operations can be in different parts of the country. To you that kind

of distance is quite normal. Five or six miles to Graham's crew is a long haul.

James: That's right, we wouldn't expect to go more than seven miles.

Clarke: Searching after dark, in good sea conditions but very poor visibility I've knelt for three-and-a-half hours at the Decca, and on a flat calm night my knees suffer, but if there is any slop running it is impossible to do that.

On the night we were out to the *Portunus*, we were just taking the latitude and longitude straight off the navigator and passing it across on the VHF. That's as much as you can do in bad weather.

One of our jobs in bad visibility was 12 miles off, another occasion we've been 14 miles off. Sometimes I think the Atlantic is being asked to do far more than she was ever designed to do.

James: At our station, we found ourselves doing a lot of long searches, and if the temperature is below a certain level we now change crews every three hours – because after about three hours it doesn't matter how much clothing you have on, you get progressively colder and colder. You can always change back again. We've done 12-13 hour searches and in that situation you deteriorate without being aware of it. That's the problem, you are getting so cold that you don't realise it.

'A dry suit is a massive advantage... but if it's a person in the water you just sling on a lifejacket and go'

Nick Botham – Whitby

Protecting the crew

Can we discuss protective clothing?

Botham: I think it is very adequate. Wearing a dry suit is a massive advantage over offshore clothing anyway, and if you've got one of those on for the duration of a normal job there is no problem.

Having said that, occasionally there is no time to put a dry suit on. If the job is a person in the water it's a case of slinging a lifejacket on and going – and worry about clothing later.

If there is somebody in the water drowning it's seconds that count. A dry suit takes 30 seconds to a minute to put on at the best of times, if you're lucky and everything goes right! Then again, we are not a winter station. But in April it gets very cold, and the *Cymba* job was fairly cold.

One other service that springs to mind is when we had 27-odd school kids cut-off and we ferried them all out to the larger boat. I put a dry suit on, but one of the other lads didn't. We were about an hour-and-a-half ferrying the kids out, we did seven or eight beach landings and the other lad was absolutely blue because he just had normal gear on.

This proves the point that a couple of minutes spent putting on the right gear before launching pays dividends.



Clarke: The dry suits are very, very good. One night we went after a sprat boat 16 miles south-west of Hunstanton. Another fishing vessel took her in tow and we escorted them ten miles to the north, and then a 16-mile run back home. One of the lads in his haste forgot to put a thermal suit on underneath – and he was cold! You never know when, where or how long you are going to be but I think if you've got the equipment on you can take it off if it's too hot.

Raines: At our station we've also bought some Mascot jackets, because we find in some conditions you need an extra layer. I always stress that to the crew. Over dress – you can always take it off.

James: A lot of our calls are comparatively short distances, but you are often called from one casualty to another. On a busy day you may go out for what appears to be a 20-minute job, and you are still out there three or four hours later.

Raines: We have exercises wearing dry suits and as soon as you start working, like in a mud rescue, you get very hot. Once we went out when when it was cold and sleeting and I got very hot going across some mud. The biggest problem is that when you stop you get very cold – quickly!

Botham: If it's in severe conditions, and if you know it is going to be cold and a long way off, maybe 20 minutes ride down, then it's definitely worth getting good gear on, because if you are frozen to death you are no use to anyone when you get there.

Do you like the helmets and visors?

James: When we were first given visors we all complained bitterly about them, but now I can't imagine how we operated in a heavy sea without them, particularly in the winter when that stinging freezing cold water catches you in the eye. Now, if I lift the visor for a while I find it so painful. It staggers me that we operated without them.

We responded quite negatively to the helmets originally, but we've had a number of occasions in the last few years when crews would have been injured without them. Particularly Graham on the call where he got his medal, he was run over by an Atlantic 21 twice, and his head cracked and banged around like mad – if he hadn't had his helmet on we might well have been in a much more serious situation.

That is heartening to hear, and I hope that other stations who are perhaps not as converted as you will think again.

Working in the water

On your medal services two of you went into the water, one voluntarily and one involuntarily. How difficult is it to decide when the best course of action is to stay in the boat and when it's best to go into the water? How do you feel going in the water from an Atlantic 21 or a D class compares with going in from, say, an Arun or a Tyne?

Raines: I think I'd feel a lot safer being picked up by an Atlantic 21 than an Arun - I wouldn't like going underneath that!

The decision to go in the water was really made when we saw the chap. We knew there was no way we were going to manoeuvre to pick him up and he was visibly going down. It was just one of those decisions. You come through all that to get to him and you can see him sinking, so you just jump in.

James: I just feel that getting in the water from an Atlantic is one of the skills, because we are quick to go in the water. We have dry suits on, and in that situation if Graham could support the guy, then there was a much better chance of getting him.

Raines: The helicopter winchman said afterwards he was really pleased there was someone in the water to help him get the casualty in the strop.

Clarke: We always have two crew in dry suits. Normally with kids on lilos or windsurfers one of the guys always goes straight in.

James: It's the same as the visors, we don't know how we operated without dry suits. It's noticeable that when you are rescuing someone the major difference between you and the casualty is that you have a

'It was just one of those decisions. You come through all that to get to him and you can see him sinking, so you just jump in'
Graham Raines – Hayling Island



The Hayling Island Atlantic 21 lifeboat – an easy boat to manhandle if necessary should she run aground when working in the shallow waters of the harbours in the area.

dry suit on, and are dry and warm, and they are sopping wet and cold.

It would be very difficult to perform some of the rescues we've done in recent years without the dry suits because the crew themselves would turn into casualties.

Raines: The only bits that get cold now are your feet and hands. I use the Musto gloves, you just take them off wring them out and put them back on again.

James: Hands are not resolved. I cannot find the right combination to allow me to feel the throttle and everything else and at the same time keep my hands warm. We found the issue black rubber gloves with thermal inners still don't keep your hands warm. As the water hits them its movement across the glove tends to make the hands cold. The orange Fireball gloves get so cold you can't bend your fingers and so you are back to windsurfing gloves with leather backs, or something like that. It doesn't seem an easy problem to solve.

We are still looking for the right answer, and it is interesting that even people like the Services have come up against the same problem and cannot find the right answer.

First aid

Let us turn to first-aiding in small lifeboats.

Clarke: You are very, very limited to how much you can do. Obviously if you have recovered someone unconscious, or something like that, you have to get some air into him, do a bit of resuscitation. In most circumstances broken bones have to wait until you get ashore.

Raines: We haven't had anyone with a broken leg yet but the new RNLI fracture straps are marvellous, because they're so quick to put on you can immobilise someone straight away. They stow away nicely too.

Botham: There can be very few situations in a D class where you can give effective first aid, certainly in heavy seas. To have crew members not concentrating on what they are doing can be worse for the casualty. Obviously you have to do instantaneous mouth-to-mouth, and that sort of thing, but there is very little room.

James: Our response to most first aid situations is to decide whether we should take the casualty off the boat they are on, or leave them there rather than risk transferring an injured casualty to us. In most cases we leave them on the boat and tow the boat in. They are on a 30ft or 40ft yacht perhaps, and to put them on to our 21-footer is a shock to them – and then charging at 30 knots across the sea would be worse.

Towing

That leads us nicely into the next topic, towing with Atlantic 21s.

Clarke: We've done a reasonable amount of it.

One job made us realise just what an Atlantic will tow, or at least get out of trouble. The wind and tide had shoved a 45ft long, steel, twin-beamer weighing 25 tons on the bank, and she couldn't get off. We

went inside her, turned and came out under her bow. They chucked the tow rope as we came out, and we had enough power to get her head round into the wind. With her going full ahead she got herself out.

James: A couple of times recently we've had to call in a larger lifeboat, because there is a limit to what an Atlantic can do. For example we were towing a 34/35ft yacht out of difficult conditions and it was fine going head to sea. I was quite happy to take her, but we were not making much ground and it was a case then of holding her until the larger lifeboat arrives.

Raines: It's a question of 'first aid'. The big boat, the 'doctor', can come along afterwards. We were keeping the boat head to sea, and stopping her going on to some rocks until the Tyne class lifeboat came along.

James: The Atlantic has proved herself a very good workhorse in that way, we have towed in anything up to 51ft motor torpedo boat. We had to wait until the tide changed, but it was perfectly possible to shift her around and to operate.

Clarke: I remember the first time we had an exercise with a flank station which had a 37ft Oakley. We said we'd give them a tow and they laughed at us. We got a line aboard and towed the Oakley as fast as she could steam!

The call

Fast response is the key to the success of under 10m lifeboats, how do your paging and crewing arrangements work?

Raines: As soon as the beepers go off the first person at the station rings the Coastguard, to see what the job is. We find that's quite important. One, they could say 'Sorry we've dialled the wrong number', two, the problem could have been sorted out, but three, if it's a swimmer in the water you're gone with the first three crew members there. We also check the secretary heard his beeper.

Clarke: We are now on a VHF system. The honorary secretary's on British Telecom so we don't get the problem that when he's being paged all the crew rush down to the station!

We have 16 lads on the crew and nine pagers. The tractor driver has his all the time, and everyone has a 'double'. A lot of the lads work several miles away and we work on a system of 'double cover'. You've got eight beepers between 16 guys and you want four guys out of the eight to crew the boat – so you are always sure of getting a crew. You normally know from your initial information how urgent the situation is and I have a rough idea of what lads are crewing the boat. I might say 'well, you can stand down today, let someone else go' and there is never any problem.

James: We have found that rotating the crew has got rid of a lot of problems. Because of the geography of the island, three of us were actually doing all the calls – and that's not good for the station in terms of the morale of the other crew, or indeed their development or training.

My experience has been that it is the experience on the call-outs that develops the skills of the crew. And if they only get one or two a year over a long period of time, they go stale. Even though they are doing the training it's important to share the experience out among the crew.

Raines: One of the call-out problems in the Solent is that the aerial is at Ventnor, on the Isle of Wight, and VHF being line-of-sight if anyone in the middle transmits just as the tone's about to go off that's the whole beeper system ruined. At weekends there's quite a lot of activity on the air ...

James: ... It's the sheer quantity of radio transmissions. You can imagine the amount that is going all the time in the Solent, particularly at 25 watts. I think some of us are sad at the passing of the maroons...

Clarke: .. We still use them as well as the pagers ...

James: We haven't for a long time because of the geography of the Island. On one occasion we set them off at the station and Selsey lifeboat crew arrived at their station! None of us had heard them from as close as 100 yards away because of the way the wind was blowing.

They were no good in that sense, but they were a tremendous public relations exercise. When they were set off from the centre of the island everybody knew the lifeboat had launched. There are still people living on Hayling who don't know we have a lifeboat station!

Raines: Some other stations still fire one hand-held maroon, to let everyone, including the wives, know the lifeboat has gone out.

Clarke: We still use them, partly for the publicity aspect, it does make for a tremendous amount of interest from the beach and brings people into the boathouse.

But the main reason is to alert the remainder of the crew and the shore helpers, those not on pagers. Once you've got your call you've got your crew and your tractor driver. You get in and get going. When you come back everyone else is there, the lads go upstairs and have a coffee while she's refilled and washed down by the crew that the maroons brought down.

Raines: We have a housing estate nearby, and if we fire maroons from the station we can't get to the boathouse, because of people going there for a look.

James: There's no perfect solution, and I think the beepers are an enormous improvement. When we had to use the phone it was murder – when you had a duty day you couldn't get away from the phone.

New equipment

Let's look at the future. What single item of equipment would you like to see that you haven't got now?

Clarke: A wheelhouse and an Aga?

Botham: ... and slippers! Seriously, I think they are very well equipped for the job they do, certainly the job ours does. I don't think they are wanting for much.

Raines: Better charging. At night if you use the searchlight for half an hour and were to go up a wave and stall the engine you might not be able

to start it again.

We are addressing this problem. New type batteries have been fitted and there are improvements in train. All Atlantics will soon be modified.

James: One of the problems seems to be complexity. In other words by increasing the complexity of the boat, you are increasing the number of things that can go wrong. I am not sure where the balance lies. At the moment the boat is set up very well for 99 per cent of the jobs she is asked to do. The radio communication to the helmsman has improved enormously with the headset, but communication between the crew is a major problem in difficult conditions. I don't know if an intercom system is feasible.

How about a VHF/DF if we could get one small enough? Do you feel it would make your job easier on the Atlantic?

Clarke: Yes, any aid to make her more efficient. If you have a casualty transmitting you have a direct bearing to run to. If you are out in bad visibility and you can get a transmission from the station you have a reciprocal bearing to run for home.

In my civilian job we get involved with a lot of SAR work. Once we were looking for a yacht 30 miles off in a gale of wind, and we were DF-ing a helicopter hovering above the casualty at 28 miles. It's a grand bit of kit.

Raines: It could be simple left-or-right indicator really.

Hunstanton's Atlantic 21 class lifeboat *Spirit of America* is capable of some 29 knots. Helmsman Alan Clarke said of her: 'Speed is one of her greatest assets and can be paramount in saving life – but she can only be driven as hard as the sea will allow.' (Photo courtesy Peterborough Evening Telegraph)





The future

That leads us on to the future of under 10 metre lifeboats. They are doing something like 60 per cent of the Institution's work. How do you see development in the future of rigid inflatables.

Clarke: Well, perhaps we've gone as far as we can go with the 21s? The Atlantic is a superb boat, but we are putting all this equipment on to her, so do we want to look at something slightly bigger?

Obviously different stations have different needs, and I think in some areas perhaps we need to go for something with slightly more crew protection. Personally I would like to see something slightly bigger.

James: I can see with a station like yours, Alan, and if I was doing jobs of that sort of distance, a bigger boat would give more protection. Certainly with a station like ours I feel the Atlantic is probably about the right size. We operate a lot in shallow water in the harbour, there are occasions when we run aground and now we have the ability physically to shift the boat around if you have to. That's quite important, if you've got a bigger boat that complicates things.

Botham: Perhaps moving on to a semi rigid hull for the D class? They say the new RNLI design (*the EA16-Ed*) has better sea keeping qualities. It has better turning abilities because it has a better vee, and I think that will probably develop further into a semi-rigid, with a glassfibre hull and perhaps a more powerful motor, a 60hp – with an electric start!

James: Clearly we are doing very different jobs with the same boat, it seems logical that the Atlantic class will evolve to meet the needs of some stations where the standard version perhaps isn't ideal at the moment.

Helicopters

Let us discuss helicopters. In the last ten years they have become more sophisticated. They now have a night capability, but there are still a lot of incidents where a lifeboat is by far the best vehicle.

Raines: We work very well with them. Bristows have only recently taken over from the Royal Navy at Lee-on-Solent and we haven't done that many jobs with them yet. Probably one of the first times we did work with them in anger was the medal service we were on! We had never done a high line transfer before. We'd only discussed it the week before and arranged to do an exercise before we needed to use it. Fortunately they explained how it all worked because the next week we did one!

Clarke: We had a service a few weeks ago to a fishing vessel taking water. The Coastguard despatched us immediately, and the helicopter from Coltishall. We got there very quickly, and by the time we got a man aboard and assessed the situation the chopper was still outward bound. We were able to divert the chopper to Wells boathouse and bring a pump out. The vessel had a lot of derricks and uprights, so when the chopper got to the scene he put the pump down into the Atlantic and we then put it aboard the vessel.

James: On a couple of call-outs, where we have been pushing the Atlantic to its limit, it has been very nice to have the helicopter over us – as a back-up. Certainly when Graham went over the side, had the worst happened and the Atlantic capsized, there was the back-up that the helicopter could have come in and sorted us out.

They are also useful for getting casualties off to hospital when they are in a bad way. Again in that incident, where we couldn't really put a casualty comfortably in our boat we got them off to hospital within minutes, whereas it would have taken us three-quarters of an hour.

Raines: That day particularly we were glad to use him, because we were on one engine and couldn't have got the casualty ashore quickly.

James: They can cover so much ground. It is nice to know that you can get cover in a particular area, and find something quickly.

Finally, they are very helpful in training. It is very difficult to set up a situation which is real and which tests people, and no matter how many times I go out with a helicopter that darn great thing thundering

over your head does get the adrenalin running – it is a very good situation to test and practice skills that otherwise you don't have the opportunity to do. There's a lot going for them.

You see them as very much complementary?

James: Yes. I don't see them as 'competition'. They deal with different situations, there's no way we can get to some of the sort of casualties they're dealing with – we just don't have the capability for long distances or the sort of speed.

Crew numbers

You have a smaller number of crew aboard than on a larger lifeboat. Do you find this puts extra pressure on you, do you feel you have to be more flexible, to become more a jack of all trades?

Clarke: We always take four.

Raines: If it's rough, at night, the standard crew of three, otherwise it's four. If it's a search for a person who's, say, trying to swim across from Portsmouth to Hayling and it's flat calm you take five. The more eyes the better.

Clarke: As your crew comes on over the years you try to get the guys to do everyone else's job, so that they know how to do everything on the boat, for obvious reasons. If three get chucked out and there's one aboard you want to know he can come round and get you.

James: I've introduced a system where each exercise, which is every three weeks, is run by a different crew man, right from the moment we arrive. He's in charge and runs the whole thing. You do have to be able to do everybody's job. This year I've been radio operator, helmsman and the general dogsbody. Everybody's been in that situation at some stage.

Clarke: I should imagine your crew is much the same as ours, where they come from all walks of life. What about training?

James: We don't have any professional seaman. We've got one crew member who has an RYA certificate and there is a sailing instructor, but other than that we have no sailing tradition. Maybe that's an advantage, we do not have to re-train anyone from a fishing tradition or anything like that. They all come in new to the game. So it's not a problem.

Clarke: There are only four of us who are seamen, so to speak. One lad was coxswain of a water authority launch, another had about ten years fishing, and another had a great deal of time fishing. I go to sea for a living as well.

The Atlantic can be quite a lively little thing, and we find lads from all walks of life are the better ones to have.

If they are youngsters and you can school them, they seem to adapt and accept the handling of an Atlantic 21 far better. It took me quite a long while to get used to it, but on the night we went up to the *Portunus* we had one young lad who was then not quite 18, he didn't bat an eyelid.

Clarke: Once you have learned the skill of driving an Atlantic 21 you can get back aboard

three or four weeks later and you haven't forgotten anything. I drive what amounts to an Arun around all week, and it's a different world, but when you are on that Atlantic you haven't forgotten anything, it's still all there.

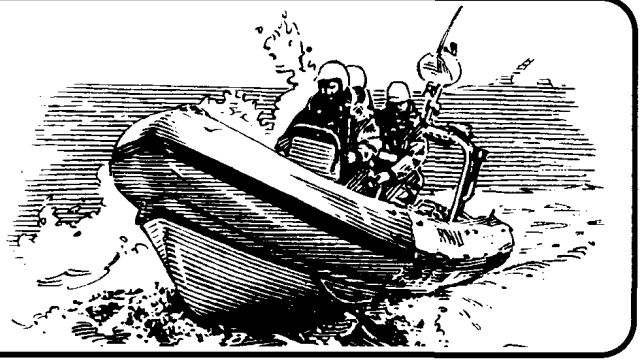
James: We find that when we get a new crew member it is impossible to train them in preparation for the first half dozen calls. It seems to be something to do with the adrenalin or the excitement when they first go out. Everything is happening very rapidly and they tend to get an overload of information. They try to take everything in and as a result they become very clumsy and not very helpful. We use a new crew member as a sort of extra body, it's a learning situation.

As time goes on they begin to be able to ignore certain bits of information coming at them so they can concentrate on the issue in hand. Riding an Atlantic is a dramatic experience and they tend to be overwhelmed by the crashing and banging, whereas as you gain experience you just ignore that. Nothing replaces experience.

Exactly what makes a good crew man is a very elusive thing. I think it is something to do with being able to eliminate from their minds large quantities of information which they do not need to worry themselves about, and to think ahead and react in such a way that they can do the jobs that you want quickly and efficiently.

Gentlemen, thank you for your time, and congratulations on your awards.

Lifeboat Services



ROUGH RIDE FOR ATLANTIC 21 IN BROKEN WATER

Atlantic tows MFV and four crew to safety from lee shore

Thanks
on
Vellum

Helmsman Jonathan Adnams of Southwold lifeboat station has been accorded the Thanks of the Royal National Lifeboat Institution inscribed on Vellum, following a service to a fishing vessel in gale force winds on the morning of 11 April 1989.

In his official report, Mr Tim Harrison, deputy inspector of lifeboats for the Eastern division, said 'Helmsman Adnams and his crew carried out this service in very difficult conditions. Complete concentration and determined effort were required to bring the lifeboat to the casualty in dangerous broken water, to tow her to windward and then return safely to harbour.'

For their part in the service, crew-members Paul Horsnell and Marcus Gladwell were awarded Vellum service certificates.

At 0915 on 11 April 1989, John Huggins, deputy launching authority of the Southwold lifeboat, was informed by Yarmouth Coastguard that the MFV *Aquamanda II* had broken down three quarters of a mile off Covehithe. The lifeboat crew were paged

Southwold East Division

and at 0920 Southwold's Atlantic 21 lifeboat *The Quiver* was launched with Jonathan Adnams at the helm. The wind was SSE Force 7 in the river, and the weather overcast with moderate visibility.

Four divers snatched from explosives danger area

Prompt action by Whitby's Tyne class lifeboat during the exploding of a war-time land mine has earned the Coxswain and crew a letter of thanks from the RNLI's chief of operations.

A Whitby fishing boat had trawled up the 1,000lb mine in her nets and left it on the seabed nearby to be made safe.

The lifeboat was launched shortly after 1130 on 27 February 1989 to take a party of four Royal Navy divers from Rosyth out to the land-mine, together with their equipment and an inflatable dinghy.

The divers found the mine, attached explosives to it and set the three-minute fuse which would safely detonate the 1,000lb device. It was essential for them to leave the area promptly, but the outboard engine on the divers' inflatable chose that moment to refuse to start.

Whitby – East Division

Coxswain Peter Thomson quickly assessed the situation from his position outside the danger zone and rapidly drove the lifeboat alongside the RN inflatable. Passing a towline the lifeboat towed the dinghy and four divers away to safety. After some 40 yards the inflatable's engine was started and both vessels quickly cleared the area – just before the 1,000lb of explosive detonated, sending a column of water 200ft in the air and shaking the windows of the Coastguard look-out more than a mile away.

In his letter the chief of operations observed that: 'In my view the action taken by Coxswain Peter Thomson and his crew was an act of courage and quick thinking, and most deservedly earned the praise and thanks of the Royal Navy diving team.'

Full speed was maintained in the river, but on approaching the harbour entrance speed was reduced in the short, steep 6ft-8ft seas. After clearing the harbour entrance, where the water depth was no more than 3ft-4ft on the first of a spring flood, the helmsman first turned east to clear the shoal area, then north, parallel to and about half a mile from the coast. With the sea on her starboard quarter *The Quiver* gave her crew an uncomfortable corkscrewing ride which the helmsman kept under control by staying at about three-quarter speed.

The casualty could not be found off Covehithe, and as the wind increased to Force 8 it was established by radio that she was further north, off Kessingland. The lifeboat turned on to a more northerly course and the MFV was spotted at 0940, drifting steadily with her bows facing east and rolling heavily – her anchor having little effect. She was in about 12ft of water, with a short, breaking sea.

Lee shore

Helmsman Adnams stationed the lifeboat off the casualty's port quarter and realised that as the vessel was on to a lee shore, she had to be towed clear as soon as possible. A tow line was passed quickly, the casualty's anchor warp cut and the tow began at 0946.

After pulling the casualty from the shallows a course was set to the north, towards Lowestoft which was only three miles distant. The tow was difficult as the casualty was surfing on the following seas, and almost catching the lifeboat. The tow line snatched repeatedly, making the helmsman anxious about damage to the lifeboat.

Lowestoft's 47ft Tyne class lifeboat, *Spirit of Lowestoft*, had been launched at 0943 and came up to the Southwold lifeboat a little after 0950. After consultation with the Lowestoft coxswain, John Catchpole, it was decided that the larger lifeboat should take over the tow. The Atlantic's tow line was slipped and *Spirit of Lowestoft* passed another to the casualty. *The Quiver* stood-by for the first quarter of mile to ensure all was well before turning back, against the sea, for Southwold.

In the rough seas, speed had to be kept down to about half of normal and the return journey took an hour. A quarter of a mile north of Southwold Town Pier, a sudden squall with torrential rain and winds up to Force 9, made conditions extremely difficult, but the lifeboat entered harbour safely on the flood tide, returned to station and was ready for service again by 1115.

The Lowestoft lifeboat towed the fishing vessel to harbour, bringing her four crew to safety.



Long night at sea in poor visibility

*Alderney
South West Division*

Alderney's Waveney class lifeboat *Louis Marchesi of Round Table* spent seven hours at sea on the night of 8/9 July attending four separate calls in poor visibility, which was sometimes down to as little as 100 yards.

The first call for the lifeboat came at 2143 when a 38ft motor cruiser *Rollo of Braye* reported that she had hit rocks off Braye Harbour at some 20 knots and was taking water rapidly. *Louis Marchesi* launched from Braye Harbour at 2155 and was soon alongside the casualty, standing by until she could be beached safely in the harbour.

Rollo of Braye had been on her way to the assistance of a 48ft yacht *Solveig*, which was out of fuel and drifting with the tide in thick fog in the Alderney Race, some 4.5 miles SE of Alderney lighthouse. The tidal streams in the area are very strong and *Solveig* asked for assistance.

Mayday Relay

Setting out again for the yacht the lifeboat was within a quarter of a mile of the yacht's position when the French authorities issued a 'Mayday Relay' and asked *Louis Marchesi* to proceed to a French yacht, *Pupas*, which was sinking in the vicinity of Cap de la Hague, a headland on the nearby French coast.

The lifeboat notified *Solveig* of the situation, turned back towards Cap de la Hague and by 2253 had reached a position one mile to the west of the headland.

At this point a British yacht some 12 miles NNE of Alderney issued another 'Mayday Relay', reporting red flares approximately five miles to the west of her position.

The French authorities asked the lifeboat to investigate the latest casualty, reporting that the French lifeboat at Cap de la Hague had now launched and would deal with the yacht *Pupas*.

By 0006 the Waveney had reached the position from which the flares had been sighted and began to search an area five miles by three miles. Nothing was found and at 0133 it was agreed that the search having been completed with no sign of a casualty the lifeboat should return.

She finally reached Braye Harbour in Alderney at 0220 after seven hours at sea.

Windsurfer saved in broken seas and 8ft surf

A service carried out by Bridlington's D class inflatable lifeboat in very heavy seas has earned the helmsman, Andrew Brompton, a framed letter of thanks from the chairman of the RNLI, and crew members Andrew Day and Brian Cundall a similar letter from the chief of operations.

On 11 April 1989 Humber MRSC informed the honorary secretary of Bridlington lifeboat station that a windsurfer was in difficulties just south of Bridlington harbour.

*Bridlington
East Division*

A SE Force 6 wind was creating breaking surf on the beach about 4ft high, but after discussions about the conditions the honorary secretary agreed to the launch of the D class lifeboat, because of the immediacy of the situation, and also to bring the station's Mersey class *Alex and Peggy Caird* to a state of immediate readiness.

The D class crew were paged at 1340 and by 1344 the lifeboat was launched from the beach and headed for the casualty's reported position.

Once through the surf on the beach good progress was being made towards the given position, about half a mile away, when the lifeboat struck a large wave and crew member Day, who was in the bow was thrown overboard.

He was recovered quickly, but as the lifeboat gathered speed he was thrown in the air again, striking the canopy with his head and breaking the bow board with his helmet. The divisional inspector later observed that only the helmet had saved him from injury.

The lifeboat reached the given position without further incident, but nothing could be seen over the short breaking seas, estimated as up to 8ft high in this position.

Taking way off the boat the crew radioed the Coastguard for confirmation of the casualty's position, but as the lifeboat crested a wave another sailboarder waved the lifeboat to the north.

At 1352 the inflatable crested another large wave and the crew spotted the casualty about 50 yards north of Bridlington North

Pier. The board was lying head-to-sea with the rig in the water astern and to port, and the windsurfer lying prone on the board with his head to the stern.

Although the wind was still NE Force 6 and the seas some 8ft high the casualty was clear of the harbour bar and the waves were not as confused as further to the south. The tide was setting to the north, away from the harbour and the visibility good, despite the overcast conditions and rain.

Approaching from inshore to make a head-to-sea pick-up the lifeboat crew asked the sailor to leave the board, as the rig was a potential hazard. He refused, so the helmsman decided to approach the apparently clear starboard side of the board and brought the lifeboat into position.

The survivor was hauled aboard, but as he cleared the board the rig went underneath it and fouled the inflatable's propeller. Helmsman Brompton put the engine full ahead and the propeller tore free of the sail as the lifeboat moved clear, leaving the board in the water.

Conditions were such that the helmsman decided it would be better to land the survivor inside the harbour, rather than on the exposed beach, so he made an approach over the bar in very broken water. The lifeboat filled continuously in the seas on the bar but was taken through them safely and the survivor landed.

After waiting for two other windsurfers to make the shore safely the lifeboat was re-housed and ready for service again at 1435.

Lightning strike

Bridlington's Mersey class lifeboat *Peggy and Alex Caird*, alerted in the service above, is pictured in action later, on 27 June 1989, when she was called to the aid of a Whitby-registered coble. The vessel had been struck by lightning, putting most of her equipment out of action and starting a severe leak. The skipper and one crewman had rowed their dinghy ashore to dial 999 and raise the alarm and by the time the lifeboat arrived the coble was full almost to the gunwales. The boat was towed to the safety of Bridlington and her three-man crew landed safely.



(Photo courtesy Bridlington Free Press)

Trawler driven ashore in Force 9 southerly gale and 30ft seas

Valentia – Ireland Division

Valentia's Arun class lifeboat *Margaret Frances Love* was involved in a major incident on 13 January 1989 when the large, Brixham-registered trawler *Big Cat* was driven ashore in a southerly gale of up to Force 9. The lifeboat was hampered by having to operate on one engine, and Coxswain Seannie Murphy has received a framed letter of thanks from the Chairman of the RNLI for his seamanship and leadership during the nine-hour service in very poor weather.

The mechanic, John Houlihan, assistant mechanic, James Murphy, and crew member John Sheehan have received letters of thanks from the chief of operations for their part in the service and the director has also written letters of thanks to local volunteers who operated a cliff rescue service and the owners of another trawler whose crew volunteered to help in the operation.

First news of the incident came at 0738 on 13 January when Valentia Radio informed the station's honorary secretary that *Big Cat* was ashore on nearby Beginnis Island, and that her master had reported she was taking water rapidly in extremely high seas.

The crew were paged and assembled by 0745, but *Margaret Frances Love* was officially off-service for repair work on the valve gear of her starboard engine. In consultation with the coxswain and mechanic the honorary secretary decided that it was imperative to launch, so at 0810 the Arun slipped her moorings on one engine to make her way to the scene.

She reached the casualty ten minutes later, in very heavy seas and a wind of between Force 7 and Force 9, towing the inflatable boarding boat in case this could be used to recover the trawler's crew. Anchoring about 70 yards from *Big Cat* the coxswain tried to veer down to the casualty, but it was obvious that any attempt at rescue from seaward would be very hazardous, as waves were breaking completely over the casualty. He called for helicopter assistance and for the local Cliff Life Saving Service (CLSS) and returned to Knightstown.

The Number One man from the CLSS and four volunteers boarded the lifeboat at 0910

(Right) The shore-party carries out a final search of *Big Cat* as she lies wedged on rocks on Beginnis Island and (below) seas break heavily over the stranded vessel. Conditions had moderated by the time these photographs were taken in the early afternoon of 13 January.



(Photos courtesy Jerry Kennelly)



and she then went alongside a Spanish trawler, *Monte Marin*, to pick up ten more volunteers from her crew. There was no safe landing place on Beginnis Island so the 15-man shore-party was landed with the aid of a 35ft fishing boat which had arrived at the scene and the RNLI boarding boat. The men were on the island by approximately 0930 and made their way overland to the casualty. By 1015 they had succeeded in lifting 11 survivors up the 30ft cliffs, despite the very slippery conditions underfoot caused by diesel

fuel leaking from the trawler.

Returning to *Big Cat* by sea the coxswain was notified at 1015 that three men were still missing, so the lifeboat immediately began to search to the north, following a line of debris.

Meanwhile helicopters from the Irish Air Corps and RAF Brawdy had arrived and between them transferred the survivors and cliff rescue team ashore from the island.

The lifeboat continued her search for the missing men in appalling conditions, with waves 30ft to 40ft high, and hampered by operating on only one engine. The coxswain kept an anchor ready to run as he searched the confined waters and his skill has been highly praised by all concerned. Eventually, at 1158 a body, later identified as *Big Cat's* engineer, was recovered but the lifeboat continued her search until 1300, when she returned to Knightstown to land the body.

Putting to sea again she continued searching through the afternoon, still in very bad conditions, until finally returning to her moorings at 1730, almost nine hours after launching. No further survivors or bodies had been found.

Driver saved from sinking digger

Helensburgh – Scotland South Division

Helensburgh's Atlantic 21 carried out an unusual rescue on 29 May 1989 when a survivor was safely landed from a mechanical digger which had become bogged down with a rising tide.

The lifeboat had been alerted by the Coastguard at 1711 when the digger became stuck in mud off Port Glasgow, where it had been working on an old timber pond.

The Atlantic covered the 7.5 miles to the scene in a little over a quarter of an hour, but by the time she arrived only the cab and the tips of the shovel were showing above the incoming tide.

Working her way carefully between the old timber verticals of the pond the lifeboat was able to rescue the driver and land him at nearby Port Glasgow.



'Abandoned' airman retrieved from dinghy

*Cullercoats
East Division*

Lifeboats and helicopters are frequent partners in rescue missions, so there was nothing unusual in Cullercoat's C class inflatable working with a helicopter crew man from RAF Boulmer.

What was unusual though is that the lifeboat had been called out to rescue the RAF man, Flying Officer Mark Parsons, from his small dinghy one and a half miles from the station.

A helicopter had lowered the airman into the dinghy during an air-sea rescue exercise, and had then developed a problem which prevented it from picking him up. A puzzled Mark could only watch helplessly as the helicopter flew off, leaving him alone in the North Sea. With no radio in the dinghy he could only sit and await developments.

Merriment

The helicopter crew had immediately informed the Coastguard of their colleague's predicament and the Cullercoats lifeboat was immediately launched to bring him to safety.

Conditions were good, with only a light wind and slight sea, and so only five minutes after launching at 1228 the abandoned airman was safely aboard and on his way back ashore. The Coastguard's mobile unit took him back to the MRC at Tynemouth for a cup of tea before his wife collected him!

A spokesman for RAF Boulmer said that the Flying Officer had not been in danger and that on his return there had been a 'fair amount of merriment over what had happened'.

'The poor guy had no idea what was going on,' he added, 'but he was very trusting. He'd guessed they had some sort of problem and hadn't just left him...'

Six lifeboats in search for missing Belgian trawler

The new Tyne class lifeboat at Douglas, Isle of Man, had a testing time during her first service, in a search for a missing Belgian trawler which lasted for 11 hours in Force 7 winds and very rough seas. *Sir William Hillary* returned to resume the search after three hours ashore and was at sea for a further six and a half hours.

A total of six lifeboats took part in the search for *Tijl Uilenspiegel*, which also involved merchant vessels, helicopters, aircraft and HMS Ribble, but only a single body was recovered from the vessel's five-man crew.

Lytham's relief lifeboat *Voluntary Worker* was at sea for 15 hours, the Port St Mary lifeboat *The Gough Ritchie* for more than 12 hours, the Barrow lifeboat *James Bibby* for eleven hours, the Moelfre lifeboat *Robert and Violet* for nine-and-a-half hours and the Fleetwood lifeboat *Lady of Lancashire* for seven hours. The arduous services earned the coxswains, crews and shore helpers at each of the stations a letter of appreciation from the RNLi's chief of operations.

Sir William Hillary was the first lifeboat to be called out, the honorary secretary at Douglas having been monitoring a conversation between a Belgian trawler and Liverpool MRSC. The language barrier was causing difficulties but it became apparent that the trawler had picked up a body from a sister ship, which was now missing.

At 2048 on 5 March 1989 the honorary secretary offered the assistance of the Douglas lifeboat, which was accepted a little over five minutes later and the crew paged. *Sir William Hillary* put to sea at 2106 for the 26-mile passage to the search area on a pitch black night with low cloud and gale force southerly winds creating a very rough sea on the starboard bow.

An hour and a half later the lifeboat arrived at the casualty's position and Liverpool MRSC which was co-ordinating the search asked her to search an area to the south. Reaching her new position at 0003 the lifeboat began an intensive search pattern which lasted until 0639, investigating every piece of flotsam and with two men on deck with a searchlight at all times. The deck watch was rotated at intervals to prevent exposure in the poor conditions.

The Port St Mary lifeboat relieved *Sir*

*Barrow, Douglas ,
Fleetwood, Lytham St
Annes, Moelfre and
Port St Mary
West Division*

William Hillary at 0639 and she set a course for Douglas in a wind which had now moderated to Force 4, being slipped at 0800 on 6 March. At 1125 she launched again to continue the search, working with the Fleetwood lifeboat, and was finally back on station at 1930.

Lifeboats involved:

Barrow, Tyne class lifeboat *James Bibby*: launched 2105, 5 March 1989, returned to station 0810, 6 March 1989.

Douglas, Tyne class lifeboat *Sir William Hillary*: launched 2106, 5 March 1989, returned to station 0800, 6 March 1989. Launched 1125, 6 March 1989, returned to station 1930, 6 March 1989.

Fleetwood, Waveney class lifeboat *Lady of Lancashire*: launched 1108, 6 March 1989, returned to station 2004, 6 March 1989.

Lytham St Annes, relief Tyne class lifeboat *Voluntary Worker*: launched 0317, 6 March 1989, returned to station 1815, 6 March 1989.

Moelfre, Tyne class lifeboat *Robert and Violet*: launched 0823, 6 March 1989, returned to station 1905, 6 March 1989.

Port St Mary, Arun class lifeboat *The Gough Ritchie*: launched 0440, 6 March 1989, returned to station 1620, 6 March 1989.

C class inflatable lands 112 passengers

St Ives – South West Division

The St Ives C class inflatable lifeboat can lay claim to some sort of a record after she ferried no less than 112 people ashore from local pleasure boats in a single service on 21 August 1989.

Despite the very light wind and fair weather a heavy ground swell built up rapidly on a falling tide, preventing six local boats from landing their passengers safely.

The crew of the lifeboat realised that the situation was becoming difficult and, with a number of elderly people and young children

aboard the boats and the swell too heavy for dinghies, it was decided to launch the lifeboat to take the passengers off.

The service lasted for some two-and-a-half hours, the C class launching at 1155 and returning to station at 1430, and during that time the inflatable was busy making numerous trips to and from the shore.

One of the woman passengers was very seasick and fainted before being taken to hospital by ambulance, but the remaining 111 people were none the worse for their unexpected rescue by lifeboat.

Prompt action by lifeboat saves Skye car ferry from rocks

*Mallaig
Scotland South Division*

The deputy second coxswain of the Mallaig lifeboat has received a letter of thanks after his prompt action when in command of the relief Arun class lifeboat *Sir Max Aitken* which enabled a passenger ferry with more than 50 people aboard to be towed to safety.

The Skye ferry was reported in difficulties by Oban Coastguard at 1908 on 23 December 1988 and the lifeboat put to sea under deputy second coxswain McMinn, on his first service in command of a lifeboat.

The ferry was adrift in Lochalsh with a damaged loading door, and a NW Force 9 gale was making the sea rough. Launching into the gale at 1930 the Arun reached the casualty at 2045, where two Royal Naval Auxiliaries were manoeuvring the crippled car ferry.

The assistance offered by the lifeboat was declined, but *Sir Max Aitken* stayed with the three vessels to escort them to safety.

When approaching the harbour at Kyle of Lochalsh one of the auxiliary vessels cast off her tow, and the ferry and her passengers immediately started to drift towards a rocky outcrop in the gale force wind and rough sea.

The coxswain instantly realised the potential danger of the situation and quickly took the lifeboat in to the ferry. Passing a towline he was able to pull the casualty clear of the rocks, then went alongside and, with the assistance of the remaining RN Auxiliary, manoeuvred the vessel alongside the pier at Kyle of Lochalsh.

With the ferry safely alongside the lifeboat was able to leave her at 2240 for the passage back to her station, and was on her moorings and ready for service again by 2359.

Life's little mysteries...

No further details of this most unusual service are available, as the station's puzzled honorary secretary cannot recall the lifeboat towing in a coach as reported by the 'Whitby Citizen'...

There were no injuries and the coach was recovered in just over an hour by a local garage. was towed back to port by Whitby lifeboat after an engine room fire disabled it nine miles offshore.

D class in search for cliff fall victim

Borth – West Division



Borth's D class inflatable is pictured under the cliffs about half a mile from the station on 10 June 1989, co-ordinating the helicopter evacuation of a young girl who had fallen from the cliffs.

The casualty is visible under the cliff edge with two companions while one crew member (in the lifeboat) speaks to the helicopter by radio. Another crew member (to the left of the photograph) is helping ambulance staff down to the rocky shore.

Milford CG had contacted the station at 1440 to request a search for a person who had fallen from the cliffs between Borth and Aberystwyth. The D class lifeboat launched at 1445 and after searching

along the cliffs found the casualty in a matter of minutes. Reporting the exact position by radio the crew went ashore and gave first aid until the ambulance crew arrived.

After consultation it was decided that the best course of action was to evacuate the casualty, who was suffering from a fractured skull and broken arm, by helicopter.

A Sea King from RAF Brawdy had already been called and arrived on the scene to lift the girl from the beach and take her to Aberystwyth hospital.

The lifeboat left the scene at 1553 and was back on station by 1600.

(Photo courtesy Martyn Porter)

Fast first for Brighton's new Atlantic 21

Brighton – South East Division

Brighton's new Atlantic 21 *Graham Hillier and Tony Cater* found herself on service very promptly after arriving at the station on 21 July.

The new boat had been delivered from the RNLi's Cowes base at about 1120 and had been launched to transfer equipment from the old boat to the new. Only five minutes after she had

been put in the water Solent MRSC called – a small power boat with four people aboard was ashore on Hove beach, 3 miles from the station.

With the crew already to hand the lifeboat put to sea immediately and was able to reach the casualty in seven minutes, refloat her and tow her, with the crew aboard, back to safety in Brighton marina by 1300.

The name of the casualty? *Fast Lady*.

**Naming
and
dedication**

Ceremonies

Thurso – Arun class *The Queen Mother*

On Wednesday 9 August Thurso's new Arun class lifeboat *The Queen Mother* was overshadowed by the presence at Scrabster Harbour of her namesake, Her Majesty Queen Elizabeth The Queen Mother, who had so graciously granted her approval to the name of the lifeboat and who was on hand officially to bestow that name on her.

Gusty winds and showers of rain which had threatened the ladies' finery had given way to calmer, drier conditions as the fleet of buses ferried guests from neighbouring Thurso to witness and participate in the unique occasion.

The Salvation Army and Bettyhill and District Pipe Bands' music added to the air of expectancy and excitement as representatives of youth organisations, dignitaries, a piper and the platform party took up their positions before the Royal Standard was unfurled and the broadest possible canvas of the lifeboat family completed with the arrival of Her Majesty Queen Elizabeth The Queen Mother, the guest of honour.

Her Majesty was welcomed formally by Mr Hugh Shaw, chairman of Thurso station branch, and the donor of the lifeboat was represented by Sir Charles McGrigor, Convener of the Scottish Lifeboat Council and a deputy chairman of the RNLI.

Mr Michael Vernon, chairman of the RNLI, then delivered the lifeboat into the care of Thurso station, on whose behalf it was accepted by Mr George Gibson, the station's honorary secretary.

Following the service of dedication, conducted by the Reverend Johnstone and assisted by Mr Dickie, Superintendent of the Royal National Mission to Deep Sea Fishermen, Her Majesty was invited to name the lifeboat.

The pleasure of the RNLI's Royal patron in naming the lifeboat was brought to the gathering's attention, as was another sadder anniversary, when, 19 years ago to the day, she had unveiled the memorial to the Longhope lifeboatmen who had tragically lost their lives. With a tribute to lifeboat crews, their wives and all voluntary supporters Her Majesty came to the climax of the occasion, when the bottle dropped to the foredeck of the lifeboat, champagne drenched her bow and three hearty cheers echoed around Scrabster.

The formal proceedings at the harbour completed, Her Majesty boarded the lifeboat for a short trip in a choppy Pentland Firth, followed closely by Longhope's Tyne class



Members of the Thurso lifeboat crew are presented to Her Majesty Queen Elizabeth the Queen Mother after the naming ceremony of the station's new Arun class lifeboat. (Photo Aberdeen Press and Journal)

lifeboat, which was also present.

The remainder of the invited guests returned to Thurso where they were later joined by Her Majesty to enjoy light refreshments.

The christening cake was cut and a presentation of lobsters made to Her Majesty by Coxswain Farquhar. A paperweight was presented to Mrs Farquhar by the company

secretary of Caithness Glass, part of a special set produced for members of the lifeboat crew to commemorate the occasion, and finally Her Majesty met many of those assembled in the hall before returning to her Caithness home at the end of a memorable day for the RNLI and for Thurso lifeboat station in particular. **KT**

St Davids – Tyne class *Garside*

There can be few finer locations for a lifeboat naming ceremony than the natural theatre of St Justinian, Dyfed, and it was here on a warm 2 June that His Royal Highness the Duke of Kent was to name the St Davids 47ft Tyne class lifeboat *Garside*.

More than 1,000 guests, residents and visitors lined the cliffside overlooking the lifeboat station and narrow cove. From the moment the Duke arrived the ceremony moved like clockwork, making it a day to remember in the long history of St Davids and its 120-year-old lifeboat station.

The royal visitor was greeted by a guard of honour formed by local youth groups, before being welcomed by officials at the steps leading down to the boathouse and, after meeting Coxswain David Chant, his crew and launchers, the Duke took his place on the platform.

The sun shone as the last notes of the national anthem echoed through Ramsey Sound and Dr

George Middleton, president of the St Davids station, stepped forward to welcome all the guests to what THE LIFE-BOAT JOURNAL of 1877 had described as 'a wild and woolly part of the coast'.

He introduced Mr Bryan Holmes, executor of the wills of the late Thomas Harold and Miss Dorothy Garside, whose generous bequests had funded the new lifeboat. Although the brother and sister had lived for 70 years more than 700ft above sea-level at Elland, Yorkshire, they had long admired the courage and fortitude of lifeboat crews.

Accepting the lifeboat for the Institution, Mr Raymond Cory, deputy chairman of the RNLI, paid tribute to the donors and stressed the importance of public generosity and goodwill and the support of lifeboat wives and families.

The lifeboat was passed into the safe-keeping of Mr Des Hampson, honorary secretary of the station, who spoke of the proud tradition

Whitby – Tyne class *City of Sheffield*

The sunniest and hottest July for decades came to an end on 28 July 1989, the day of the naming of Whitby's new Tyne class by Her Royal Highness The Duchess of Kent. Although the clouds seemed threatening at times, they all cleared to give a bright, sunny afternoon.

The day was a true Yorkshire occasion, involving a Yorkshire city and a Yorkshire lifeboat station and town coming together to greet Her Royal Highness, who had spent many happy days as a child holidaying in the area, her family's home being not too far away across the moors.

In welcoming everyone, Mr Jim Hall, station chairman, expressed delight at the large contingent from Sheffield which included Mr Arthur Thompson, chairman of the Sheffield Appeal Committee. Presenting the lifeboat to the RNLi Mr Thompson said the appeal illustrated the hard work undertaken so willingly by the young and old, by pubs and clubs, by large and small groups, plus many individual efforts and projects which had resulted in raising more than £435,000 to fund the new lifeboat.

The chairman of the RNLi, Mr Michael Vernon, in accepting the lifeboat, paid tribute to all who had contributed and in passing the lifeboat into the care of Whitby station touched on the proud tradition of Whitby crews, and that this tradition was in safe hands with the present crew.

Mr Les Heath, station honorary secretary, accepted the lifeboat and told the gathering of the 24 services already carried out, which had resulted in 11 lives being saved.

Mrs Rita White, chairman of Whitby Ladies' guild, thanked everyone concerned in helping to make the day a success, and the Rector of Whitby, and Lifeboat Chaplain, Reverend Ben Hopkinson, led the service of



Whitby's new Tyne class lifeboat *City of Sheffield* at her naming ceremony on 28 July 1989. Alongside her is the station's D class inflatable and in the background one of the town's former lifeboats *Mary Ann Hepworth*. Inset: HRH the Duchess of Kent takes a trip to sea on the lifeboat after the ceremony with coxswain Peter Thomson (right) and the RNLi's chief of operations Commodore George Cooper (left) (Photos courtesy Yorkshire Regional Newspapers)

dedication assisted by The Very Reverend Monsignor Anthony Bickerstaff, representing the Roman Catholic Church and The Reverend Alan Niel, chairman of the Free Church Federal Council. During the service the Bishop of Whitby, the Right Reverend Gordon Bates, dedicated the lifeboat and her crew.

The Marquis of Normanby, life vice-president of the RNLi and president of Whitby station, then invited Her Royal Highness to name the lifeboat. Her Royal Highness made reference to her happy memories of the area and to her visit 15 years ago to name the previous lifeboat. In naming the lifeboat

City of Sheffield Her Royal Highness thanked the people of Sheffield and hoped the bond between the city and Whitby would grow even stronger.

A short trip to sea followed, with Coxswain Peter Thomson introducing his crew while Her Royal Highness steered the lifeboat towards the area of her childhood visits.

A reception concluded a magnificent day, with crew families, Whitby station and guild officials, members of the Sheffield Appeal Committee and other branches and guilds in Yorkshire joining Her Royal Highness for an informal tea.

BS

of sea rescue on a treacherous coast and pledged that such a tradition would now continue into the 21st century, thanks to the provision of the new lifeboat.

A service of dedication followed, led by The Most Reverend George Noakes, Dean of St Davids, assisted by other local clergy.

Commander Bart Groves, station chairman, invited the Duke of Kent to name the lifeboat, and the Duke spoke of the special pleasure it gave him to be in St Davids, almost 25 years to the day after his mother, Princess Marina, had come to name an earlier lifeboat. There could be no better way, he said, of repaying the Garside family for their gift than by naming the lifeboat *Garside* after them.

As champagne cascaded over the bow, the 'pin' was knocked out by Dewi Roylands, a launcher for 35 years, brought out of retirement especially for the occasion. *Garside* slid into the water and was put through her paces as a helicopter from RAF Brawdy swept into view, dipping an RNLi flag in salute.



Before, and after – the St Davids' Tyne class lifeboat *Garside* makes a splash after being named by HRH The Duke of Kent on 2 June 1989.

(Photo courtesy Martin Cavaney Photography)

Ceremonies

Continued

Lochinver – Arun class *Murray Lornie*

The small but busy fishing port of Lochinver, in the far north west of Scotland was the destination of a broad cross-section of lifeboat friends and supporters on Friday 25 August 1989, including some from the Channel Islands who had been associated with the funding of the new Arun class lifeboat which was formally to be named.

The involvement of the whole community and support from a 30-mile wide area resulted in a colourful and spectacular occasion. Chairs came from far afield, bands gathered from distant parts to augment the residential pipe band, households gave up their tubs of flowers to decorate the site for the day, and well-wishers and benefactors ensured that Sutherland's traditional hospitality would not be found wanting.

Rain clouds were banished for the day as the massed band of pipers welcomed invited guests, who took their seats in the transformed fishmarket where the Inverness Corps of the Salvation Army Band waited to provide the music for the service of dedication.

A lone piper, William McLeod, led the platform party to their places for the chairman of Lochinver station branch, Mr Alex Strachan, to open the proceedings.

Mr Richard Falle, representing the Ben Vorlich Trust which had substantially funded the lifeboat, delivered her to the RNLI, with Sir Charles McGrigor accepting the lifeboat

Bridlington – Mersey class *Peggy and Alex Caird*

The naming of the RNLI's first Mersey class lifeboat took place at Bridlington in the middle of the June heatwave, with not even an east coast sea fret in sight.

A truly local affair, the boat was funded by a bequest from the late Miss M. Caird of Hull, and many of her friends were present to see Mr Cyril Fincham pass the lifeboat over to the RNLI represented by the director, Lt Cdr Brian Miles, who in turn placed the boat into the care of the Bridlington lifeboat station and its honorary secretary, Tony Edwards – who gave a brief resume of services already carried out.

The service of dedication was led by the Rector of Bridlington, the Reverend John Meek, assisted by the Scarborough Salvation Army Band who also provided music during the proceedings.

Proposing a vote of thanks Miss June Chipindale, chairman and secretary of the Bridlington ladies' guild, paid tribute to many people who helped to make the day a success. Dr Terry Wilson, chairman of the

station committee, who had chaired the ceremony, then introduced the president of the ladies' guild, Lady Macdonald of Sleat, who named the lifeboat *Peggy and Alex Caird*.

The bottle of champagne used for the naming was over 100 years old, having been in the family of Mr Tony Ellis, district staff officer HM Coastguard, Humber. The family had been looking for a suitable use for many years and considered this was the most appropriate occasion. The bottle was left over from a banquet associated with the construction of the Goathland Whitby Railway held at a hotel in Goathland which had been run by the great grandmother of Mr Ellis.

Following the naming, Coxswain Fred Walkington and his crew took *Peggy and Alex Caird* to sea with the principal guests on board, returning to join all the guests at a reception in the Spa Royal Hall.

A glorious day in June in every sense, closed by an evening disco organised by the crew.

BS

on behalf of the Institution and delivering her in to the care of the station honorary secretary, Captain Campbell.

The service of dedication was conducted by the Reverend Hurst, assisted by the Reverend Tamata, and was entered into with total commitment by all present.

In keeping with the family atmosphere, Mr Maurice Thomas, a son of the donor spoke briefly before pressing the switch to bathe the bow of the lifeboat in champagne as he bestowed her name on her.

Following the traditional courtesy trip afloat, the principal guests joined in light refreshments and witnessed the cutting of the christening cake by Mrs Gudgeon, wife of the coxswain, assisted by Mrs Thomas and Mrs Falle.

The thanks of the station and the RNLI in Scotland go to those good friends whose generosity ensured that a perfect day and a memorable occasion will be long remembered by all present.

KT

Salcombe – Tyne class *The Baltic Exchange II*

All the ingredients for a perfect naming ceremony were present at Salcombe on Monday 12 June as the town's new Tyne class lifeboat gleamed on her mooring in the estuary below the Cliff House Gardens. The sun shone from a cloudless blue sky, flags decorated the streets and music and goodwill greeted guests arriving from far and wide.

At the start of the ceremony a surprise presentation was made to James Wallbridge, a member of the Lifeboat Enthusiasts' Society, when Mr Graham Newman, a member of the RNLI's Committee of Management called him forward to receive a framed certificate marking his 100th attendance at a lifeboat christening.

Helen Smith, daughter of coxswain/mechanic Frank Smith then presented a bouquet to Mrs David Frame, wife of the chairman of the Baltic Exchange, who would later name the lifeboat.

Mr Bill Budgett, chairman and honorary secretary of the Salcombe and Hope Cove branch gave an address, referring to the close association between the station and the Baltic Exchange. Next, Mr David Frame handed the lifeboat over to the RNLI 'with pride and pleasure'.

Mr Newman accepted the lifeboat on behalf of the Institution before delivering her into the care of the Salcombe and Hope Cove station branch, represented by Mr Budgett. A short service of dedication followed, led by Reverend Peter Nock, Methodist Minister (Salcombe and Kingsbridge).

Mr Frame moved forward to name the lifeboat *The Baltic Exchange II*, and amidst three hearty cheers led by Mr Budgett, the lifeboat sailed past, accompanied by a flotilla of small craft and a helicopter from RNAS Culdrose streaming the RNLI flag.

HD



Champagne bathes the bows of *The Baltic Exchange II* as Mrs David Frame, wife of the chairman of the Baltic Exchange releases the bottle to name the lifeboat.
(Photo courtesy South Hams Photography)



The first of the RNLI's Mersey class lifeboats officially to be named makes her way across the beach at Bridlington with the official guests aboard following the naming ceremony performed by the President of the Ladies Lifeboat Guild Lady Macdonald of Sleat. (Photo courtesy Jeff Morris)

Douglas – Tyne class *Sir William Hillary*

The name *Sir William Hillary* and his adopted town of Douglas in the Isle of Man are both dear to the RNLI and its supporters. 21 July 1989 was therefore a very special day, the memory of which will live long for those who were in Douglas to see the naming and dedication of the station's new Tyne class *Sir William Hillary*, funded by a very generous donation from the Wolfenden Foundation and Mr G.W. Sargeant.

Over five hundred people, headed by His Excellency the Lieutenant Governor, many distinguished guests, members of the Judiciary and many guests from the Manx lifeboat stations were present and the appreciative crowd joined enthusiastically in the hymn singing, accompanied by the Onchan Silver Band and the Manx Fishermen's Choir.

The ceremony was presided over by the

Island's new Bishop, the Right Reverend Noel Jones, who, having spent 28 years as a naval chaplain, remarked that he had 'blessed many a boat' in his time, but that it was a pleasure to now dedicate his first lifeboat. The RNLI's new chairman, Mr Michael Vernon accepted the lifeboat on behalf of the Institution, and the recently retired chairman, His Grace the Duke of Atholl named the boat in the traditional way.

The *Sir William Hillary*, under the command of Coxswain Robert Corran and his crew, looked magnificent dressed overall in front of the main platform, and immediately after the ceremony a search and rescue helicopter from RAF Valley arrived on cue to welcome the boat to her very important life-saving work in the Irish Sea in a moving finale to a lovely occasion. LF

The Tyne class lifeboat *Sir William Hillary* is named by the Institution's recently retired chairman The Duke of Atholl at the Douglas quayside on 21 July 1989.

(Photo courtesy Roger Orams)



Montrose – Tyne class

Moonbeam

At 1400 on Saturday 1 July 600 attentive guests heard Mrs Sutton say: 'I name this lifeboat *Moonbeam*. May God bless her and all who sail in her', and saw her flick a switch to shatter a bottle of champagne over the foredeck of the new Tyne class lifeboat on station at Montrose.

This was the climax of a very special day in the history of Montrose lifeboat station – a day which had seen the culmination of much endeavour by many people to present and participate in a ceremony which befitted both the occasion and the donors, Mr and Mrs Sutton of neighbouring Grampian region.

The day had dawned with a threatening, overcast sky but as the day progressed the skies cleared ready for the influx of the 600 guests who took their seats to music from the Montrose Town Band.

The platform party and the ceremony's principal participants were piped to the platform by Mrs Helen McDonald and young Craig Cargill, son of the coxswain, presented Mrs Sutton with a photograph of the lifeboat and a souvenir programme.

With Mr Noel Smart in the chair expressing a vote of thanks to the Royal Bank of Scotland, which was sponsoring the occasion, the proceedings were fittingly undertaken and, in response to his invitation, Mr Sutton handed the lifeboat over to Mr Archie MacKenzie, chairman of the Executive Committee of the Scottish Lifeboat Council.

He in turn delivered the lifeboat to the station on whose behalf she was accepted by Captain McNab, the station honorary secretary. A vote of thanks was expressed by the guild chairman, Mrs Scott.

The service of dedication was conducted by the Reverend Whitley who called upon the whole audience to join him in the dedication of the lifeboat. The busy harbour was hushed as everyone present spoke the words: 'To the honour and glory of Almighty God and for the noble purpose of rescuing those in peril on the sea, we dedicate this lifeboat'. A solemn moment for everyone, and one which registered meaningfully with a lifeboat community and its supporters as they watched Mrs Sutton descend from the platform and approach the podium on the quayside to name the lifeboat *Moonbeam*.

Ceremonies

Due to the large number of naming and dedication ceremonies held during the summer some reports have been held over to the Winter issue due to lack of space.

Among these are Aldeburgh (D class), Selsey (D class), Peel (Atlantic 21 and Penarth (D class)

Your Letters



Capturing the drama

Sir – The dramatic photograph of the Portrush lifeboat on page 127 of the Summer issue of the journal must have potential for advertising the RNLI's work and the robust skill and courage of the crews. Why not use it as a cover picture for *The Lifeboat* or as a Christmas card, or both?

Perhaps make an enlargement available to go beside every collecting box. A simple brief caption is all that is required to let all see what the money collected goes to provide.

I only know of one other seascape photo to equal it – that is 'the ultimate storm' which appears in Adlard Coles book 'Heavy Weather Sailing'.

S.V. Bloomfield

Burton Joyce, Nottingham

Editor's note: – The Photographer, Ian Watson, has kindly made the photograph available to the RNLI for publicity purposes, and can also supply prints to individuals. See RNLI News this issue for details.

In the swim

Sir – I was interested to read your article 'Lifeboatmen swim through surf to rescue sailor' (Lifeboat Services, Spring issue). John Baker, one of the men who carried out the rescue, is one of our members, a regional representative, a swim organiser and former top competitor.

I would like to formally express the thanks and appreciation of the association and its members to the RNLI for the help it gives to our sport, officially and unofficially.

On the sea swims which we or our affiliated clubs organise, it is always comforting to know the lifeboats are on call, or to find them exercising, testing equipment or checking things – coincidentally on the day of an event.

We are also further indebted to your personnel who find time to crew the rowing or accompanying safety boats that escort swimmers. Personally I have had the privilege of my safety boat being so manned on numerous occasions. Dedication must be, or obviously is, total on the water.

With best wishes to everyone in the RNLI.

Trevor Symmons

*Honorary General Secretary
British Long Distance Swimming
Association
Kennington, Oxford*

Help on the cards

Sir – Thank you for publishing my letter requesting colour photograph postcards of lifeboats in the Summer issue of *THE LIFEBOAT*.

I am receiving quite a few letters and cards from members of our lifeboat family and will be replying where possible. However, I have received some cards from unknown sources – no name or address given – so could you possibly publish a 'thank you' note to all who have responded to my request.

E.J. Butler

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

Recognition for Agnes Cross

Sir – Sid Hills will, I hope, be pleased to hear that *Agnes Cross* has a place in what is probably the most comprehensive list in existence of vessels that participated in Operation Dynamo (the evacuation of Dunkirk).

Although her card mentions the fact that she did not go to the beaches, she is considered by us as having taken part in Operation Dynamo and, as far as we are concerned, is or was a Dunkirk Little Ship. I say 'is or was' because unfortunately I have been unable to trace her present whereabouts so far.

To be honest, I cannot recall the exact source of my information on *Agnes Cross*, but she was certainly mentioned by David Divine DSM in his books 'Dunkirk' and 'The Nine Days of Dunkirk'.

Her qualification is applicable to many other vessels that stayed in home waters but never-the-less played an essential part in the operation.

John C. Knight

*Hon Treasurer & Archivist
The Association of Dunkirk Little Ships
Toddington, Beds.*

Pass it on

Our local library is very grateful to receive *THE LIFEBOAT* which I take along after reading it. It is placed in the reading room and has quite a demand.

Perhaps RNLI secretaries in our various branches may consider doing the same as, in my opinion, it certainly pays to spread the good word.

R.M. Allan

Tiverton, Devon

On camera – and kits

Sir – I have just been reading my latest edition of *THE LIFEBOAT* which included comments from the retiring chairman regarding recognition by the public as an area becoming confused, and the RNLI not receiving the appropriate news coverage.

Perhaps it is worth taking a leaf out of the fire brigade's book – more and more we are seeing fire service videos on news reports.

I realise that trying to take videos on board an RNLI vessel in action has its problems, but these days the small, lightweight camcorders might make it feasible, both from a training point of view and second to sell to the news media for their insatiable desire for 'disasters'. The RNLI would be seen at work and presented to the public at peak viewing times.

On a second point, I am surprised I cannot find anywhere scale plastic kits of RNLI craft. I would have thought that a range of RNLI boats in, say 1:72 scale would be highly saleable for manufacturers of plastic kits. As a member of the plastic kit builders brigade I am sure they would be extremely popular!

T. Pearce

Little Shelford, Cambridge

Editor's note – The RNLI makes extensive use of videos for training, and although there are no plans to equip lifeboats with video cameras a pilot scheme for still cameras is under way. See RNLI News, this issue.

Noah's Ark

Sir – One of the features in our Heritage Centre is a scale model of the old Ventnor railway station, and almost every local resident visitor who remembers the station asks about the present whereabouts of the Noah's Ark model, which was a prominent feature in the waiting room.

As this model was used to collect money for the RNLI it could well be that one of your readers has the answer.

I would be most grateful for any relevant information.

Ernest Biggin

*Honorary Curator, Ventnor Heritage Centre,
11 Spring Hill, Ventnor,
Isle of Wight PO38 1PE*

Pennant warning

Sir – May I suggest that all Shoreline members should get themselves a shoreline pennant and secure it to a jackstaff.

Then, whenever there is a gale warning for their area, the pennant should be flown somewhere prominent on the front of the house or in the front garden.

We could thus draw the attention of the people of this country to the connection between gales and the requirement for support of the RNLI.

F.M.D. Stanton

Pickering, North Yorkshire

The big bang theory...

The subject of maroons brought in a large number of comments from readers, a selection of which are published below.

Sir – I read with interest the comments made by Lt Cdr Appleyard, Summer 1989, on traditions. I too am in favour of tradition and at this year's AGM in May I questioned the committee of management on the phasing out of maroons.

Regarding radio pagers, avoiding crowd congestion is what it is all about. I have been involved at several stations and have seen for myself the delay caused by a huge crowd gathering as a result of hearing the maroons, mainly at the height of the season.

I suggest we keep the maroons for all the good reasons stated, but withdraw them at peak periods, then we can have tradition and safety and speed together.

Raymond P Toplis
Ilkeston branch officer

Sir – I am sure that we can all remember that terrible night in October 1987. I live in an exposed position overlooking the English Channel and not far from the western docks.

We were sat indoors without power etc and feeling very sorry for ourselves because of the damage being caused to our property.

There were two loud cracks – the maroons. We no longer felt sorry for ourselves, all our prayers and thoughts were on those men and their safe return. That morning a lot of people in Dover echoed those thoughts. I like to think that our prayers and thoughts helped, without the maroons we would not have known?

K.P. Stewkesbury
Dover, Kent

Sir – How I agree with Lt Cdr Appleyard's letter re maroon firing. Public relations is all important these days and there is surely no better way constantly to remind everyone close by the sea than the firing of the maroons.

L.A. Pirie
Petersfield, Hampshire.

Sir – The RNLI would do well to take heed of Lt Cdr Appleyard's warning about the adverse publicity effect of no longer using maroons at lifeboat stations.

It is ironic the retiring chairman should have drawn attention to the loss of public recognition of the wholly voluntary nature of the RNLI at the same time as the best publicity weapon it has – namely 'boom-boom' – is being withdrawn.

The Institution should not so lightly discard a much-liked custom which has caused hundreds of thousands of people, including those living near lifeboat stations, to raise a flutter of excitement, an extra heartbeat or two and a sense of anticipation of gallant deeds about to be done.

Hugh Campbell
Corsham, Wiltshire.

Editor's note – The RNLI has given careful thought to the relative virtues of maroons versus radio pagers, and the balance falls heavily on the use of pagers.

The large maroons traditionally used to alert crews were potentially dangerous, as they contained a relatively large amount of explosive and there had been many cases of malfunction when firing, both in the launching tube and shortly after parturition. Further problems had been encountered with falling debris or unexploded maroons.

In addition the large maroons were becoming increasingly expensive, and at the prices ruling when the last order was placed some five years ago it was costing approximately £50 each and every time the crew was assembled, whether or not the lifeboat was subsequently launched.

Although the value of the maroons as a public relations aid, by alerting the whole population that the lifeboat had been launched, is recognised, this can be something of a two-edged sword.

As mentioned by Mr Raymond Toplis in his letter above and by helmsmen and crew in the medallists' interview ('At

the limit', this issue, page 154) large numbers of onlookers proceeding to and at a lifeboat station can hamper the arrival of the crew and possibly delay the launch of the lifeboat.

A further consideration is that complaints were often received from members of the public who did not wish to be awakened when the the lifeboat was being launched in the middle of the night, and this can be a problem when a busy station is situated near to large centres of population.

Almost all lifeboat stations now have radio pagers for call-out. For operational reasons, and also as a fall-back in case of malfunction of the pagers, a number of stations also use the smaller and less expensive hand-held maroon in addition to the paging system.

Taking everything into consideration the use of radio pagers is considered, and has proved to be, the most efficient and effective way of alerting lifeboat crews, and has at a great many locations improved the 'dead time' from first call to launch and thus probably saved more lives. This must remain the prime factor.

SCENE AROUND THE RNLI



(Right) Whitby's Tyne class lifeboat *City of Sheffield* is pictured ready for her hull inspection and scrub down at the town's Endeavour Wharf. The operation took some three hours, but the lifeboat remained operational as she could have been re-launched at any time. (Photo courtesy Whitby Gazette,

(Left) Blyth's D class inflatable was vandalised on 1 August 1989 when the boathouse was entered illegally. Station mechanic John Scott is pictured in front of the damaged lifeboat holding the knife used to puncture the inflatable. The lifeboat was withdrawn for repair and replaced by a relief boat. Radio Newcastle, whose listeners had funded the boat, raised £1,500 with a special appeal for repairs.





Membership News

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

Active Membership

The growth of our active membership continues to be encouraging, and at 13 September 1989 consisted of 149,076 adults, (24,743 Governors and 124,333 Shoreline) with Storm Force reaching 9,592 individuals and 144 groups.

The recruitment of new members is now being spear-headed by our new membership leaflet, which has been successfully used in the Republic of Ireland since March 1989 and was launched in the United Kingdom on 1 September 1989.

The leaflet explains the role of the Institution and informs potential members of the practical effects of their support through the scheme, with particular emphasis on payment by direct debit and covenanted subscriptions. Both will help to reduce our administrative costs, while a deed of covenant will increase the value to the Institution at no extra cost to the member.

Existing members will also be given the opportunity to help in this way with our campaign in the New Year which will accompany your renewal advice in 1990.

Re-member Campaign 1989

Our thanks to those members who responded to our appeal in the Summer journal to boost the campaign, both through the recruitment of new members and with increased subscriptions or donations. We still have a long way to go and as this is the last time the coupons will appear in the journal perhaps our slogan should now be 'A new member for Christmas'!

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: _____

R5A/89

Storm Force members have been meeting lifeboat crews, looking at lifeboats, donning lifeboat gear, seeing other emergency services in action and joining in treasure hunts at rallies organised specially for them during the summer.

We know from all the appreciative letters received afterwards how much the RNLi's junior club members enjoyed themselves at the rallies and will try to organise more next year.

Through the pages of Storm Force News, sent out every April, June, September and December, the young members keep up-to-date with new lifeboats, learn of the history and tradition behind the RNLi and enjoy their own letters and jokes pages, cartoons and competitions.

The first Storm Force 'Road Show' was held at Weymouth, Dorset on Sunday 20 August, when staff from the Storm Force office at the RNLi's Poole HQ manned a caravan on the seafront to attract new members. Dressed in lifeboatmen's clothing past and present (despite the heat!) the team attracted a number of new members and plenty of publicity for Storm Force in local newspapers. As a special attraction there was a competition for people joining on the day, linked to Weymouth's Arun class lifeboat *Tony Vandervell*. Paul Lucas from Bognor Regis made the best estimate of how many times the lifeboat would have been launched this year up to the end of the 'Road Show' and won a camera. It is possible that the 'Road Show' will make



more appearances around the country next year - but there is no need for your friends to wait until it visits you, they can write to Storm Force headquarters at the address given in the advertisement on page 182 of this issue of *THE LIFEBOAT* and join now!



Visitors to the London Storm Force Rally on 12 August take a close look at some of the models on display.

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 _____

R5/89

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



The Fund Raisers

Five men in a boat

To most people, the idea of rowing across the Irish Sea is incomprehensible, and it was with a degree of trepidation that five amateurs set out at 0330 on Saturday 27 May from Holyhead to tackle the feat and raise money for the RNLI.

Charles Bracher, Guy Ropner, Keith Young, Louis Bernon and Christopher Godfrey-Faussett were aboard a suitably modified 16ft 9in rowing boat and were shadowed throughout the crossing by a support boat *Red Ruth*, whose captain Donald McDonald navigated and fed the rowers.

Rowing out of Holyhead harbour and realising that there was no turning back inspired a degree of determination that enabled the team to row 64 nautical miles in 24 hours and 2 minutes, averaging 2.7 knots in near-ideal weather conditions – and accompanied for part of the way by a pilot whale.

The five-man crew hopes to raise in the region of £35,000, and earn a place in the Guinness Book of Records for the first single crew to row the Irish Sea non-stop.

Pole position

During the school holidays the children of Corfe Castle VC First School were asked to give a demonstration of maypole dancing as part of Swanage Ladies' guild lifeboat fair.

The children, aged 6 to 9 years, were delighted to dance for the crowd of locals and holidaymakers and the fair raised a splendid £3,311.89 for the guild.

An English country garden

In 1987 Mr and Mrs Reynolds of Pulborough, opened their garden to the public and raised just over £731 for the RNLI.

This year they repeated the exercise and, by manning and supplying most of the goods for 12 stalls in their garden, raised a magnificent £1,013.60.

For the first garden party Mrs Reynolds knitted lifeboatmen, which she sold for £2 each. This year, aware that the Institution had changed the colour of the crew waterproofs, she cleverly changed the colours of her knitted lifeboatmen – and once again sold her entire collection.

Jewels in the crown

What appeared to be the Crown Jewels, lent to the North Shields Fish Quay Festival, were in fact replicas made over a period of 12 years by Bill Lodge, a loyal supporter of the RNLI. His display and collections drew a lot of interest from the public, raising £153.20.

The Festival, held over three days, attracted at least 600,000 people and Tyne-mouth Ladies' guild, together with Cullercoats & Whitley Bay guild raised £3,500 from the sales of souvenirs, Volvo raffle tickets, collections and donations.

Measuring up

The Jersey lifeboat appeal, which hopes to raise £500,000 towards a new Tyne class lifeboat for the St Helier station, has already raised £15,000 by asking local boat owners to donate £1 for each foot length of their boat or sailboard.

However 81-year-old Francis Hanby does not have a boat – so he decided to measure his car instead, and donated £11.50 to the appeal! He is hoping other 'landlubbers' will follow suit.

In brief

A CASSETTE tape of Scottish fiddle music, songs and dance music, 'The Surge of the Sea', has been recorded by Michael Welch (fiddle), Roger Crook (tenor and accordion), Nancy Moffat (piano) and Alex Wands (double-bass). All proceeds from sales of the tape are being donated to the RNLI Anstruther lifeboat appeal. Tapes can be obtained from the Scottish Fisheries Museum, Anstruther (price £5), or by post (at £5.70) from Michael Welch, Dean Bank, Kilrenny, Anstruther, Fife.

SEALE Hayne College Rag Week resulted in £3,000 being presented to Frank Rowley, chairman of the Newton Abbot branch. The branch entered a demonstration D class lifeboat in the Rag Week procession and a total of £9,000 was raised by the college, the balance being donated to other charities.

A CAR treasure hunt and barbecue arranged by Southbourne branch was held at Port View Caravan Park by kind permission of Mr and Mrs Tony Smith – who organised the barbecue and donated £76.65 to the branch. T. W. King & Son of Southbourne duplicated 250 sheets of paperwork for the function free of charge.

FOR THE second year running a sponsored spaghetti eating contest was hosted by the Bugle Hotel in Yarmouth, Isle of Wight. Seven competitors, cheered on by more than 100 people, were faced with steaming bowls of spaghetti bolognese which they had to consume in the shortest possible time, with their hands behind their backs! A cheque for £250 was later presented to the West Wight Ladies' guild.

THE FIRS public house in the small village of Polbeth, West Lothian has raised approximately £700 in 30 months in its bar bottle. The most recent collection of £150 was presented to George Paterson, box secretary of the Livingston & Caldors branch. The branch, which was reformed in 1988 after being dormant for five years, has raised approximately £2,000 for lifeboat funds.

Key-side concert

The most ambitious fund raising event ever staged by the RNLI branch in the village of Polruan, on the River Fowey in Cornwall, raised £8,250 for branch funds.

Singer, composer and entertainer Peter Skellern has his second home in Polruan and agreed to give a concert on one of the local car ferries, moored off Polruan Quay for the occasion. He was accompanied by the Loveny Male Choir and the Bodmin Band who all somehow managed to squeeze aboard the tiny, six-car ferry.

About 1,500 people stood and sat around the small quay on Saturday 29 July for an unforgettable evening's entertainment, which was televised and later broadcast on all the BBC's local radio stations.

Atkins & Cripps, a Plymouth firm of timber importers, put up £1,000 to get the concert off the ground, and were soon joined by many others including local businesses in Polruan and Fowey.

Peter Skellern's joke during his performance that 'it seemed a good idea at the time' was a thought that often occurred to the Polruan branch committee as they struggled with the logistics of staging such an event – not least finding an insurance company which would consider the thought of a Steinway grand on the water!



Peter Skellern (inset) at the keys of a grand piano aboard a car ferry moored off Polruan quay for an evening concert in aid of the RNLI.

(Photos courtesy Devon and Cornwall Press Agency (inset) and A. G. Bartlett)





The Fund Raisers

Continued

Buddy breathing

Twenty members of the Liverpool University Sub Aqua Club took part in a sponsored 'buddy breathing' for the RNLI—a term used when two divers share a mouthpiece and air supply.

The event took place at the university sports centre pool and involved teams swimming as many lengths as possible underwater on 500 litres of air while 'buddy breathing'.

A total of £235 was raised for the New Brighton lifeboat house building fund.

A gala day

The Gala Day organised by Lochinver Ladies' guild got off to a splendid start in blazing sunshine with the arrival of the Stornoway Coastguard Search and Rescue helicopter escorting the Arun class lifeboat, *Murray Lornie*, newly on station at the tiny fishing village.

The Gala Queen, Shirley Cameron, was crowned by the branch chairman, Mr Alex Strachan, and events included a pipe band display, highland dancing, children's sports, pillow fights, a bonnie baby competition, and a demonstration by the Northern Constabulary dog handlers.

The day culminated in a gruelling pentathlon race and a scratch team entered from the lifeboat crew emerged as the astonished but well deserved winners.

Almost £1,100 was raised on the day, a magnificent effort from such a small community.

Catch them young!



Two-and-a-half year old John Wingfield is the youngest fund raising helper of Brighton branch. He could not resist dressing up as a lifeboat in a competition at the local infants school in Patcham.

There she goes!

Paul Maidment is pictured with landlord Brian Dudgeon and Belle Wilson, secretary of the South Shields Ladies' guild, toppling a pile of coppers in the Britannia public house, South Shields.

The money had been built up on the bar over 12 months and it was Paul's duty on the evening his parents, Councillor Danny and Mrs Pat Maidment finished their year as Mayor and Mayoress of South Tyne-side to help present the money to Belle Wilson, secretary of the South Shields Ladies' guild.



In addition to the pile of coppers, which totalled £182.37, regulars collected another £420.

(photo courtesy Peter Berry)

On their bikes!

In June, Graham Bobin and Simon Frost embarked on a marathon fund raising journey for the RNLI. The pair cycled and windsurfed from Fort William to Inverness, windsurfing across Loch Lochy and Loch Ness. The 65-mile challenge is a popular event with windsurfing enthusiasts — who usually attempt it with transport back-up. Graham and Simon however tackled the course in a different way, using inflatable windsurfers and folding bicycles. While they cycled they carried the windsurfers on their backs in rucksacks and then, when they sailed, the bikes were strapped on deck!

Although the windsurfing sections were hampered by a lack of wind the team finished the course and raised £200 for lifeboat funds.

Not content with conquering Scotland, Graham and Simon then decided to cycle and windsurf up Snowdon!

They cycled to Lake Glaslyn via the Llanberis Pass, sailed for a while before packing up the boards, and then cycled to the summit of Snowdon and down the other side, raising another £50.

Chips off the old block

The outbreak of World War II was not the only event commemorated in London at the beginning of September — at least not around Notting Hill Gate.

A special party was held for 500 regular diners, friends and neighbours at Geales Fish Restaurant to celebrate 50 golden years of 'the best fish and chips on this planet', according to Michael Parkinson.

Show business personalities were among those served with fish and chips wrapped in facsimile copies of a 50-year-old newspaper, washed down with champagne.

The RNLI was chosen by the present proprietors, Chris and Carole Geale, as the charity to benefit from three raffles held throughout the day which raised more than £1,500.

Day of wine and Roses

Sir Alec and Lady Rose held their annual wine and cheese evening in the garden of their house in Havant, when over 100 guests enjoyed a happy evening in lovely surroundings and raised nearly £800.

Clean sweep

A joint promotion by Office Cleaning Services (Wales) and the RNLI resulted in a cheque for £1,000 being presented to Ann Williams, regional organiser for Wales.

OCS had promised the Institution £10 for every person attending their promotion, the aim being to raise £800 for a new ABP Mark V navigator for Angle lifeboat. The event took place at the Holiday Inn in Swansea, and every potential customer was given a free lunch.

The RNLI film 'In Danger's Hour' was shown, Captain Roy Griffiths, honorary secretary of Mumbles lifeboat station gave a short talk and OCS gave a short presentation in a very successful promotion for both parties.

Winkling out the cash

On August Bank Holiday, John Skipper, the licensee of the Kings Arms in Dorking, declared it Christmas Day at his pub in aid of the RNLI. Christmas lunch was served, and on a hot summer's day the Kings Arms was festooned with a Christmas tree, decorations, and full of customers wearing paper hats, pulling crackers and singing carols.

John raised £421 for Dorking branch but felt that his regulars could do a little better — so he sold each of his male customers an empty wrinkle shell for 50p, which went into the bar collecting box. John or his wife Pam now demand to see their regulars' wrinkle, and if they fail to produce it they are immediately fined. Putting their wrinkle on the counter is considered a very serious offence and the fine is doubled.

Everyone is now looking forward to the end of the year, when the collecting box is emptied and they can see how much has been raised by the mis-use of wrinkles.

High stakes

A fund raising evening held on behalf of the Shoreham Harbour Lifeboat Society at the local Corals Greyhound Stadium raised £2,737 through a raffle and sponsorship.

The Society are grateful to John White of the Shoreham Private Wharfingers Association who arranged the event, persuaded companies to sponsor the races and ensured the smooth running of the evening

Cross-country walk

A party of 12 airmen from RAF Bruggen, walked across West Germany to raise money for lifeboat charities.

They covered the distance from the East German frontier to Holland, walking in relays of four men, and collected in the region of 8,000 Dm.

Later in the summer six of the walkers visited Ramsgate lifeboat station to present the branch with a cheque for £1,600, the remainder being donated to the German lifeboat service.

... and the rains came down

In Shaldon members of the branch committee know just the way to bring a drought to an end – hold their annual fête!

Despite a summer of sunshine, this year followed the usual pattern, and as Les Dawson stepped out of the car down came the rain. Not a man to be discouraged by a cloudburst the warmth of his personality defied any would-be faint-hearts and, having officially opened proceedings, he visited the dripping stalls and sideshows setting an example which the crowd soon followed.

The sun did come out eventually and it proved to be a very successful afternoon

In brief

THE SMALL guild of **Tighnabruaich** forwarded a splendid £7,600 to headquarters in 1988, of which £3,427.86 was raised from the sale of souvenirs.

ACHES and pains from a sponsored row in January were just a memory when a cheque for £706 was presented to Malcolm Robinson, chairman of **Maldon & District** branch. The money was raised by a team from The Bell at Woodham Walter, and was the second year running that the pub had won a trophy awarded by Maldon Little Ship Club (which organises the row) for the largest single sponsorship.

A WINE and cheese party, held in June by the **Winslow** branch, raised £1,122 for the Institution. The party was organised by Trixie and Bob Jerreat in their garden overlooking the rolling meadows of North Buckinghamshire and the evening included a raffle and auction, which accounted for half the profit.

BEXLEY carnival processions took place in July and **Bexleyheath** branch took part. Its float came second and as a result of the procession and the subsequent Danson Show a total of almost £1,000 was raised for the RNLI.

A CHEQUE for £1,000 was presented to Vernon Munns, chairman of **Gravesend** branch by Peter Marshall, landlord of The Peacock public house. The money was raised by customers who took part in a darts marathon and brings the total raised by The Peacock over the past three years to £4,000. Mr Marshall was given a model of the *Cutty Sark* in a bottle by members of the branch committee in appreciation of his and his customers fund raising.

SO FAR this year **Frodsham** branch has raised £1,750 by its fund raising activities. A wine and savoury evening, a garden party held at the home of Dr and Mrs Pepper and a flag day helped to raise the money, with a coffee morning and charity card sale yet to come.

Small boat, big record

A weekend in August saw an event with a difference—a 24-hour sponsored sail organised by the Conisbrough and Hemsworth model boat clubs to see how far a model boat could travel in the time.

A new world record was set for an electric powered model, under 7ft with single prop. The previous record stood at 83.23 miles and the new record is now 93.31 miles. The world record for any class of model boat was missed by only 4 miles.



Money from sponsorship will be donated to the RNLI.

David Cook (left) the 'driver' and Robert Underwood, 'back-up' are pictured with the model of a German E Boat

An expert eye

Family treasures and dusty antiques were brought to the Sotheby's charity roadshow organised by Warton Crag branch, near Carnforth, Lancashire and the event raised £575.

A steady stream of loyal supporters visited Crag Bank village hall and experts even visited people's homes when items were too large to bring to the hall.

Sotheby's gave their services free for the day, but an entrance fee of £2 for a valuation of up to three items was collected for the RNLI.

Charity peak

Kidderminster hotelier, Chris Dale, raised nearly £1,300 for the Kidderminster Ladies' guild when he took part in the Three Peaks Race.

The race is a mixture of yacht racing and mountain running and involves 350 miles of sailing from Wales to the Scottish Highlands, stopping to climb the three highest peaks in the United Kingdom – Snowdon in Wales, Scafell Pike in England and Ben Nevis in Scotland.

Chris was the navigator and his team completed the course in just under a week.

Bad news is good news!

Penalties imposed by the Royal Western Yacht Club of England on contestants in this year's Observer Round Britain and Ireland Yacht Race raised £723 for the RNLI.

Tall and high

More than 600 people enjoyed the City of London branch tall ships reception, held on the high East and West Walkways of Tower Bridge in July.

Guests were greeted by Richard Charvet, branch chairman and Alderman Anthony Bull (event chairman) and then sipped champagne while admiring the magnificent array of sailing vessels moored in the Pool of London.

Tower Bridge proved an excellent vantage point from which to see the ships before their race to Hamburg and the evening was further enhanced by music from a Guildhall School of Music quartet.

The function raised approximately £8,500 for City branch funds.

Chopper cheque

£500 was presented to Coxswain John Christie of the Aberdeen lifeboat by Aerospace Helicopter Division's UK sales executive Nick Hulbert at the recent Off-shore Europe 1989 Oil Exhibition.

The manufacturer's AS332L Bristow Tigers and Bond Super Pumas regularly exercise with the Aberdeen lifeboat *BP Forties* and the donation was to show the company's respect and admiration for the work of the Institution.

Darts champion

Twenty-seven teams from pubs in the New Romney, Dymchurch and Lydd areas took part in this year's Kent Ladies' Darts League.

Mrs Peggy Battrick, who has been organising the Darts League for many years, has raised many thousands of pounds for the Institution and the Littlestone lifeboat *The Lady Dart and Long Life II* was partly funded by an appeal by the League.

This year Bobby George, No. 2 Seed Darts Champion was invited to present trophies to the winning teams and he also presented Kathy Hubbard, RNLI area organiser for the south east region, with a cheque for £1,692.50.

Marathon efforts

Having tried to gain a place in the London Marathon since 1982, Richard Harrison finally succeeded this year and decided to mark the occasion by raising money for a charity. Being a diver, the RNLI seemed an ideal cause to support, and Richard raised a total of £625, including a donation of £250 from his employers, British Alcan Consumer Products.

Also running in the London Marathon for the first time – and in her first ever marathon – was Mrs June Sparrow from Cornwall. Mrs Sparrow raised £300 for the Helston and Porthleven branch and was pleased to hand over the cheque to Chris Browning, president of the branch, on board the Penlee lifeboat *Mabel Alice* at the annual Porthleven Lifeboat Day.

Another runner was Mr C.M. Crosbie of Grange-over-Sands in Cumbria, who raised a splendid £930 for lifeboat funds.

The Fund Raisers Continued

Fishy business

The Fisheries Laboratory in Lowestoft held three Open Days as part of its centenary celebrations. The Lowestoft Ladies' guild was invited to take along a sales table, and the guild was very pleased when souvenir sales totalled £665.40.

Staff at the Fisheries Laboratory, including crews of research vessels, are great supporters of the RNLI.

Fun run

Several well known sportsmen and women joined in a recent fun run, organised by the Backwell and Flax Bourton branch in co-operation with members of Redwood Lodge Country Club. In spite of very poor weather more than £300 was raised from the run.

Included in the runners' list were Jeremy Lloyds (Glos CCC), Mike Rafter (England and Glos RFU), David Lawrence (Glos CCC), David Graveny (Glos CCC), Corne Lloyds (Redwood Lodge).

1001 evening

On a warm summer's evening the small fishing village of Portloe in Cornwall held its annual fun evening to boost funds for the Truro branch.

Visitors were able to watch water sports, wander round a variety of stalls and watch Falmouth's Arun class *Elizabeth Ann* and a Sea King helicopter from RNAS Culdrose giving an air-sea rescue demonstration.

By the end of the evening the sale of souvenirs, Volvo car raffle tickets, collection boxes and an additional cheque from other stalls, had raised £1,001.

Heave ho

A team from the Amble lifeboat crew, the Amble & Warkworth Ladies' guild and other volunteers pulled a 16ft ex-D class lifeboat to the top of the 2,700ft high Cheviot to celebrate 50 years of the Amble lifeboat service.

In sweltering heat it took the 47-strong team just 1 hour 59 minutes to haul the boat to the top over fences and rocks with a support crew of helpers to give moral and physical assistance where needed.

The event was sponsored by Albany Life Assurance for £250 and they also provided three bottles of champagne which were opened and gratefully consumed at the summit before the long and tricky descent.

When all the sponsorship money has been collected the guild hopes to have raised approximately £1,000.

Young swimmers

Andrew Hazell and Neil Johnstone of Farnham, both aged 10, took part in a sponsored swim (organised by Andrew) at their school, Edgeborough Frensham.

Both swam 100 lengths of the school pool and raised £175 for the RNLI, Andrew collecting £70 and Neil £105 in sponsorship.

Thereby hangs a tail...



Since its re-formation in 1985 Tring branch has sent over £12,000 to headquarters. This has been achieved by annual events such as a mid-summer ball, a marathon quiz, barbecues and taking part in the Tring Festival procession complete with a mermaid perched in a D class lifeboat!

Operation Jailbreak

Four prisoners made a bid for freedom from the cells at Portsmouth's Kingston Crescent police station to raise money for a new lifeboat house at Portsmouth!

The jailbreak was organised by Richard Hook and the four 'desperados', Adrian West, Stephen Alexander, Alan Hartill and Richard Hook, all crew members of the Portsmouth lifeboat, escaped to cover some 1,200 miles.

During their time at large the team visited 24 lifeboat stations and raised £3,000.

The team had a narrow escape at Poole while en route to headquarters – they were stopped by a policeman but managed to bluff their way out of being arrested.

Pineapple Poll

Regulars of the Pineapple pub in Brimpton Common choose a different charity to support every year, and this year it was the turn of the RNLI – the pub's fishing club makes frequent sea-fishing trips.

£3,000 was raised by a number of activities, including a trivial pursuit competition, a 24-hour bar billiards tournament, barbecues, raffles and a meat auction.

The money was handed to John Owen, area organiser for the southern region for the Swanage lifeboat appeal.

Lucky streak

At his recent birthday party Steven Jordan of Ipswich was threatened with the 'bumps'. Instead he offered to streak 200 yards if his friends and relations gave him £1 each.

After his modest run (children were present) he collected £26 and donated it to the Harwich & Dovercourt branch.

Raft Race

The Portrush Raft Race goes from strength to strength, and this year it was no longer a one-day event but spanned almost an entire weekend.

Some 15,000 people crammed in and around the harbour. The sun shone, and although the highlight was undoubtedly the Raft Race, there was also a pantomime horse race, fireworks, fun run, brass band music, and free-fall parachuting.

The Raft Race weekend was sponsored this year by Guinness and £21,000 was raised, bringing the total raised in eight years by this event to £75,500.

Sark success

The gardens of La Seigneurie, home of the Seigneur (lord of the manor) and Mrs Beaumont, were opened for the benefit of the RNLI on a gloriously sunny Saturday in August.

With gate money and the sale of souvenirs raising over £300, this tiny but beautiful Channel Island has already contributed over £1,000 to lifeboat funds this year.

Little but large

The tiny village of Allens Green, Hertfordshire has a pub, The Queen's Head, but the number of residents available to patronise it is very small. Contributions to the RNLI are out of all proportion to the number of customers – in 1987/88 they collected nearly £618, in 1988/89 the figure so far is £305.

In brief

CUSTOMERS who frequent The Hope and Anchor in Eaton Bray are a generous bunch. Aided and abetted by the landlady, Mrs Jacqui Galvin, they contributed over £300 to lifeboat funds last year and to show his appreciation Bryn Jones, chairman of **Dunstable** branch presented Jacqui with a certificate. Until three years ago Jacqui's father, Toby West, was coxswain of the Falmouth lifeboat.

A MEMBER of the **Redditch** branch, Mrs Laurie Capewell, organised a fund raising event around her new swimming pool. Cheese for the function was donated by the Swiss Cheese Board and a total of £220 was raised for the branch.

THE BLACK Prince floral boat procession which took place on May Day proved very successful for **Rame** branch. This 700-year-old traditional parade involved the Mill on the Brook Morris dancers, together with visiting dancers and school children, dancing through the streets of Millbrook, Kingsand and Cawsand calling at each pub to give dancing displays while collections were made by branch members. The whole event was in aid of the RNLI, and £229 was collected.

AT THE annual Penny Race at **Ridgeway Middle School**, Astwood Bank, the children raised a total of £150 during the lunch hour for their adopted Penlee lifeboat.

AN INVITATION to attend the Cub Hub at the National Scout Camp in Kingsdown resulted in **Goodwin Sands & Downs Ladies'** guild taking £598 at their souvenir stall – 'Charlie', a life-size model of a lifeboatman, proved a great attraction.

Books ...

Some recent publications reviewed

Lifeboat!

by Edward Wake-Walker, Heather Deane and Georgette Purches, published by Ian Allen at £5.95
ISBN 0-7110-1835-9

As the authors of this volume are the RNLI's public relations officer, his deputy and a recently retired assistant PRO it is, as one might expect, a definitive look at the service today and at its long history.



Introduced by the Institution's director, Brian Miles, the book opens with a profile of a lifeboat station – using Bridlington as an example – and moves on to look at famous rescues, the history and structure of the RNLI, its lifeboats and their designers and the co-ordination with other services which is necessary to save lives in today's highly complex and technological world.

But behind all the technology it is the courage and determination of the coxswains and crews which sees a rescue through and the men and women of the service play a large part in this book. One chapter is devoted to Coxswain Henry Blogg, whose 53 years aboard the Cromer lifeboat until his retirement in 1948, three Gold medals and two Silver medals earned him the accolade 'The Greatest Lifeboatman'. Modern lifeboatmen also share the limelight with profiles of Coxswain Richard Evans of Moelfre (the only lifeboatman alive to hold two Gold medals) and Superintendent Coxswain Brian Bevan of Humber (the only serving lifeboatman to hold four medals and the only one to be awarded three in a single year).

Chapters also record the way in which the RNLI's funds are raised by an 'army' of voluntary workers and outline the requirements for crew in a section entitled 'So you want to be a Lifeboatman'.

Lifeboat! is profusely illustrated in black-and-white and colour and at only £5.95 (with the RNLI receiving a share of the royalties) is excellent value. It is obtainable through RNLI Sales as well as booksellers.

Ex Lifeboats of the RNLI

by Tony Denton, published by the RNLI Lifeboat Enthusiasts Society

Tony Denton's labour of love for the Lifeboat Enthusiasts Society has produced a volume whose contents are valuable beyond all proportion to its relatively slim size.

Within its covers are listed, in numerical

order of Official Number, every lifeboat from ON1 (*Grace Darling*) to ON1168 (yet to be put in service) with her current name if known, dimensions and builder. A further alphabetical listing of names gives any subsequent names and the LBES's last reported sighting of her.

The fate of earlier lifeboats varies from entries such as 'Broken up in 1895' through the poignant 'Wrecked on service in 1916' to the tantalising 'Last reported as a yacht at...'

In addition the author gives a useful potted history of many of the earlier classes of lifeboat and provides a good guide to identifying ex-lifeboats.

The work is as complete as could be at the date of publication (March 1989) and there are surprisingly few gaps. However armed with this useful booklet many people may be able to help Tony Denton fill in those elusive 'Whereabouts now unknown', or firm up the 'Last reported...' entries.

The booklet is available from the Lifeboat Enthusiasts Society's Honorary Archivist Jeff Morris at 14 Medina Road, Coventry for £1.75 plus 25p post and packing.

The Story of the Mablethorpe and North Lincolnshire Lifeboats

The Story of the Hayling Island Lifeboats

Written and published by Jeff Morris

Two more volumes in Jeff Morris's continuing documentation of the lifeboat stations around our coasts. Both are in the normal 'booklet' format of the series and each contains a wealth of background information on the stations concerned.

The area around Mablethorpe on the Lincolnshire coast has had a lifeboat station since the 1820s and in this latest look at the area the author covers the coastline from Grimsby and Cleethorpes in the north to Skegness in the south, recording the changes which have taken place in the area over the years and reporting many of the rescues undertaken by lifeboats from its shores.

Mablethorpe's history was interrupted for some 45 years, the station first opening there in 1883 only to close in 1920 due to a shortage in available crew. In 1965, when the increase in small-boat calls and the introduction of the new inflatable lifeboats changed the pattern of requirements the station was re-opened and a D class inflatable now serves this busy area.

The station at Hayling Island now operates a high-speed Atlantic 21 rigid inflatable to cover the labyrinthine channels and shallows of Chichester Harbour and the danger-

ous waters on the Bar and sands outside, but Jeff Morris's story starts back in the 1860s when a pulling and sailing lifeboat was first established on the island. The station, which was originally on the seaward coast of the island, was moved to the east in 1914 and further east again in 1975 when the current boathouse was built on Sandy Point in the harbour entrance. All this, and details of the various lifeboats and some of their outstanding services are recorded in the booklet, which gives an invaluable insight into the operations at this lifeboat station through more than 120 years of operation.

Both books cost £1.75 including postage. The Story of the Mablethorpe and North Lincolnshire Lifeboats is available from Mrs H. Howells at 16 Wellington Road, Mablethorpe, Lincolnshire, and The Story of the Hayling Island Lifeboats from Mr N. F. Roper, 10 Fisherman's Walk, South Hayling, Hayling Island, Hants.

Also received...

GENERAL INTEREST...

Jackspeak

by Rick Jolly and Tugg Wilson, published by Maritime Books at £8.95

ISBN 0 951 4305 05

A guide to the Royal Navy's 'slanguage' with cartoons by Tugg (Wilson). Often very funny, but a little near the bone in places. Keep on the top shelf!

FOR THE YACHTSMAN...

Practical Motor Cruising

by Dag Pike Published by Adlard Coles at £12.95

ISBN 0-229-11827-5

Fast Boats & Rough Seas

by Dag Pike, published by Adlard Coles at £14.95

ISBN 0-229-11840-2

Two very useful books for the skipper and crew of small power yachts. 40 years of valuable experience distilled into two volumes.

Using Your Decca

by Pat Langley Price and Philip Ouvry, published by Adlard Coles at £6.95

ISBN 0-229-11853-4

A very useful paperback to help the small-boat owner make the most of this now relatively inexpensive aid to navigation.

Where to Launch Your Boat

by Diana Goatcher, published by Barnacle Marine at £3.95

ISBN 0-94788-22-4

Handy paperback listing more than 850 sites to launch a small boat in England, Scotland and Wales. Heed the author's advice on local conditions!

Lifeboat Services

March, April and May 1989

Aberdovey, Gwynedd
Atlantic 21: May 23 and 29

Abersoch, Gwynedd
Atlantic 21: April 1 and 23

Aberystwyth, Dyfed
C class: March 5, April 30, May 4 (twice), 14 (twice), 21 and 29 (twice)

Aldeburgh, Suffolk
37ft 6in Rother ON 1068: March 2 and 27 (twice)
D class: March 27 and April 30

Alderney, Channel Islands
44ft Waveney ON 1045: March 13, 14, 16, April 1, 9 and May 22
Relief 44ft Waveney ON 1003: April 14 and May 3

Amble, Northumberland
44ft Waveney ON 1004: March 16, May 28 and 30 (twice)
D class: March 28

Angle, Dyfed
Relief 47ft Tyne ON 1075: March 30, April 14, May 18
Relief 47ft Tyne ON 1115: May 29

Anstruther, Fife
37ft Oakley ON 983: May 31

Appledore, North Devon
47ft Tyne ON 1140: March 26, April 4, 14, May 1 and 14
Atlantic 21: March 26, April 4, 7, 9, 15, 19, 24, May 21 and 27

Arbroath, Angus
37ft 6in Rother ON 1054: April 5

Arklow, Co Wicklow
Relief 44ft Waveney ON 1005: March 9

Arran (Lamlash), Buteshire
C class: April 9

Arranmore, Co Donegal
47ft Tyne ON 1111: March 5, April 16, 18, May 21, 23 and 24

Atlantic College (St Donat's Castle), South Glamorgan
Atlantic 21: April 23

Ballycotton, Co Cork
52ft Arun ON 1067: March 7, 16, April 10, 11, 20 and May 2

Baltimore, Co Cork
47ft Tyne ON 1137: March 16 and 25

Bangor, Co Down
Atlantic 21: April 22 (twice), 28, 30 and May 7

Barmouth, Gwynedd
Relief 37ft 6in Rother ON 1022: May 30
D class: March 27, May 21 and 30

Barra Island, Inverness-shire
52ft Arun ON 1143: April 12, 16 and May 3

Barrow, Cumbria
47ft Tyne ON 1117: March 5 and May 22
D class: May 4 and 30

Barry Dock, South Glamorgan
52ft Arun ON 1018: March 28, April 21, May 6, 9 and 22

Beaumaris, Gwynedd
46ft 9in Watson ON 921: March 6
Atlantic 21: May 2, 6, 11, 15 and 21 (twice)

Bembridge, Isle of Wight
47ft Tyne ON 1126: March 12, 18 (twice), 20, 26 (three times), May 16 and 21
D class: March 26, 27 and May 29

Berwick-upon-Tweed, Northumberland
Atlantic 21: April 2, 19, May 3 and 7

Blackpool, Lancashire
D class: April 16, 20, 21 (twice) and 29 (four times)

Blyth, Northumberland
44ft Waveney ON 1079: April 26 and May 1

Borth, Dyfed
D class: May 27

Bridlington, Humberside
12m Mersey ON 1124: March 2, 23, 24, April 11 and May 7
D class: March 24, 31, April 8, 11, 16, May 7, 12, 21, 22, 28, 30 and 31

Brighton, East Sussex
Atlantic 21: March 6, 18, 27 (twice), April 1, 2, 23, 27, 29, May 1, 21 (three times), 28 and 29

Broughty Ferry, (Dundee), Angus
D class: April 16, 22 and May 22

Buckie, Banffshire
52ft Arun ON 1093: April 4 and May 30

Bude, Cornwall
D class: April 9, 19, 20 and May 14

Burry Port, Dyfed
D class: May 7 (twice), 13, 21 (twice), 22 and 24

Calshot, Hampshire
33ft Brede ON 1104: March 26 (four times), April 18, May 5, 7, 14 and 21
Relief 33ft Brede ON 1101: May 30

Campbeltown, Argyllshire
52ft Arun ON 1059: April 22, May 11, 14 and 17

Cardigan, Dyfed
C class: April 10

Clifden, Co Galway
C class: May 6

Conwy, Gwynedd
D class: April 10 and 28

Cromer, Norfolk
47ft Tyne ON 1097: March 27 and May 30
D class: March 27, 30, May 22, 30 (twice) and 31

Cullercoats, Tyne and Wear
C class: March 5, April 6, 12, 26 and May 7

Donaghadee, Co Down
52ft Arun ON 1107: April 9

Douglas, Isle of Man
47ft Tyne ON 1147: March 5, 6, April 16, May 24 and 28

Dover, Kent
50ft Thames ON 1031: March 13, 21 and 25 (twice)

Dunbar, East Lothian
Relief 48ft 6in Solent: May 30
D class: May 30

Dungeness, Kent
37ft 6in Rother ON 1048: March 4 and May 13

Dun Laoghaire, Co Dublin
D class: March 13, 19, 24, April 16, 30 (twice) and May 24

Eastbourne, East Sussex
Relief 37ft 6in Rother ON 1064: May 13, 20 and 23
36ft 6in Rother ON 1055: May 29
D class: March 4, 7, April 16, May 1 (twice), 20, 27 (four times), 29 and 30

Exmouth, South Devon
33ft Brede ON 1088: March 18 and April 30
D class: April 9 and 16

Eyemouth, Berwickshire
Relief 44ft Waveney ON 1043: March 16 (three times) and April 13
44ft Waveney ON 1026: April 30

Falmouth, Cornwall
52ft Arun ON 1058: March 25
Atlantic 21: March 25, April 1 and May 8

Filey, North Yorkshire
37ft Oakley ON 966: March 13 and 28
D class: March 11, 25, May 1 and 28

Fishguard, Dyfed
52ft Arun ON 1076: April 1 and 11

Flamborough, Humberside
37ft Oakley ON 972: March 17, 24, April 8, 13 and May 25 (twice)

Fleetwood, Lancashire
44ft Waveney ON 1036: March 6, 25, April 10 and May 12
D class: April 19, May 20 and 21

Flint, Clwyd
D class: April 28 (twice) and May 25

Fowey, Cornwall
Relief 44ft Waveney ON 1003: March 18
44ft Waveney ON 1028: April 12, 14, 19, 23, 29, May 21 and 27

Fraserburgh, Aberdeenshire
47ft Tyne ON 1109: March 3 (twice) and May 22 (twice)

Galway Bay, Co Galway
Relief 52ft Arun ON 1108: March 3, 4, 11, 13, 23, April 2, 8 and 13
52ft Arun ON 1118: May 3 and 30

Girvan, Ayrshire
Relief 33ft Brede ON 1105: May 10, 14 and 15

Great Yarmouth and Gorleston, Norfolk
44ft Waveney ON 1065: March 5, April 18 and 30
Atlantic 21: March 5 and April 22

Hartlepool, Cleveland
44ft Waveney ON 1044: April 19
Atlantic 21: April 13, 16 (three times) and 19

Harwich, Essex
Relief 44ft Waveney ON 1002: April 28
44ft Waveney ON 1060: May 10
Atlantic 21: March 12, April 6, 7, May 10, 12, 24, 27 and 28

Hastings, East Sussex
12m Mersey ON 1125: March 11 (twice), 12, 29, 31 (three times), April 14, 26, 27, May 1 and 29
D class: March 11, April 2, 14, May 1, 27, 28 and 29

Hayling Island, Hampshire
Atlantic 21: March 9, 11, 18 (twice), 24, 26, 28, 30, April 9 (five times), 15, May 21 and 24 (twice)

Helensburgh, Dunbartonshire
Atlantic 21: March 1, 11, 26 (five times), April 6, 11, May 1, 8, 10, 14 and 29

Holyhead, Gwynedd
47ft Tyne ON 1095: April 2, 26, May 11, 21 and 29
D class: April 19, 27 and May 13

Horton and Port Eynon, West Glamorgan
D class: March 26, 28, May 1 and 27

Howth, Co Dublin
52ft Arun ON 1113: March 4, May 16 and 25
D class: May 4 and 13

Humber, Humberside
52ft Arun ON 1123: March 10, 24 (twice), 30, April 3, 5, 7, 10, 11, 20, May 2, 3, 6, 15, 16, 18 (twice), 19, 20 and 24

Hunstanton, Norfolk
Atlantic 21: March 27, 28, May 1, 12, 21, 22 and 31

Ilfracombe, North Devon
37ft Oakley ON 986: March 4, May 20 (twice), 21 and 29

Invergordon, Ross-shire
Relief 44ft Waveney ON 1033: May 21

Islay, Argyllshire
50ft Thames ON 1032: March 4, 5, 24, April 12 and May 2

Kilmore, Co Wexford
Relief 37ft Oakley ON 994: March 27

Kinghorn, Fife
C class: May 22

Kippford, Kirkcudbrightshire
D class: March 26

Kirkcudbright, Kirkcudbrightshire
37ft *Oakley ON 981*: March 17
Atlantic 21: March 17

Kilkeel, Co Down
D class: May 27

Largs, Ayrshire
Atlantic 21: March 27 (twice), April 2 (twice), 30, May 9, 14, 22, 23 and 27

Lerwick, Shetland
52ft *Arun ON 1057*: April 5 and 26

Little and Broad Haven, Dyfed
D class: May 21

Littlehampton, West Sussex
Atlantic 21: April 2 (twice), 3, May 7 (three times), 10, 21 (twice), 26 and 27 (three times)

Littlestone-on-Sea, Kent
Atlantic 21: April 1, 30 and May 9

The Lizard, Cornwall
47ft *Tyne ON 1145*: April 27 and May 24

Llandudno (Orme's Head), Gwynedd
D class: March 26 (three times), May 13, 27 and 29

Lough Swilly (Buncrana), Co Donegal
D class: March 26, April 3, 19, 22 and May 4

Lowestoft, Suffolk
47ft *Tyne ON 1132*: March 11, 15 and 18

Lyme Regis, Dorset
Atlantic 21: March 25, April 9, May 6 and 8

Lymington, Hampshire
Atlantic 21: March 26, April 17, 23, May 6 and 13

Lytham St Annes, Lancashire
Relief 47ft Tyne ON 1146: March 6

Mablethorpe, Lincolnshire
D class: March 20, April 11, May 7, 18, 19, 23

Macduff, Banffshire
Atlantic 21: May 6

Mallaig, Inverness-shire
52ft *Arun ON 1078*: March 5, 28, April 15, May 1 and May 16

Margate, Kent
37ft *6in Rother ON 1046*: April 2, May 1 (twice), 5, 26 and 27
D class: March 11, April 1, 9, May 14, 19, 24 and 30

Minehead, Somerset
Atlantic 21: April 30, May 27 and 31

Moelfre, Gwynedd
47ft *Tyne ON 1116*: March 2, 6 and 26 (twice)
D class: March 26, April 21 and May 13

Morecambe, Lancashire
D class: March 5, May 10, 23 and 28

Mudford, Dorset
Atlantic 21: March 18, 24, 26 (three times), April 2, 10, 12, 16, May 1, 11, 16, 20 and 26

The Mumbles, West Glamorgan
47ft *Tyne ON 1096*: March 5
D class: March 21, 24, April 9, 20, 23 and May 7 (twice)

Newbiggin, Northumberland
Atlantic 21: March 19

New Brighton, Merseyside
Atlantic 21: March 9, 21, April 15, 18, 27 and May 12

Newcastle, Co Down
Relief 37ft Oakley ON 975: April 22
37ft *Oakley ON 974*: May 22

Newhaven, East Sussex
52ft *Arun ON 1106*: April 4, 17, 27, 30, May 4 (twice), 20 and 21

Newquay, Cornwall
C class: March 26, April 17, May 5 and 14
D class: May 15 and 21

New Quay, Dyfed
37ft *Oakley ON 996*: April 25
D class: March 24, 26, 30, May 18, 20 and 21

North Berwick, East Lothian
D class: April 2 and May 18

Oban, Argyllshire
Relief 33ft Brede ON 1087: March 4 and 24
33ft *Brede ON 1102*: March 28, April 2, 5, 9, 10, 12, 22, 29, May 5, 10, 11, 13 and 22

Padstow, Cornwall
47ft *Tyne ON 1094*: March 12 (twice), 16, April 3 and May 23

Peel, Isle of Man
Atlantic 21: March 26 and May 15

Penarth, South Glamorgan
D class: March 13, April 2, 23, 25, May 5, 7, 18, 29 and 31

Penlee, Cornwall
52ft *Arun ON 1085*: March 30 and April 10

Peterhead, Aberdeenshire
47ft *Tyne ON 1127*: April 30 and May 22

Plymouth, South Devon
Relief 52ft Arun ON 1081: March 31, April 2, 3, 15, 25 and May 3
52ft *Arun ON 1136*: May 6 and 20

Poole, Dorset
Relief 44ft Waveney ON 44-001: March 18, April 12, May 13, 20, 24, 26 and 28
Boston Whaler: March 9, April 15, May 15, 16, 20, 21, 24, 26 and 30

Portaferry, Co Down
Atlantic 21: April 12, 15, 19, 20 and May 3

Port Erin, Isle of Man
37ft *6in Rother ON 998*: March 26

Porthcawl, Mid Glamorgan
D class: April 9 (twice), 15, 26, May 6, 20 (twice), 21 (twice) and 27

Port Isaac, Cornwall
D class: March 25 (twice), April 9, 22, 29, May 14 and 29

Portpatrick, Wigtownshire
47ft *Tyne ON 1151*: April 4 (twice), 19 (twice) and May 26

Portrush, Co Antrim
52ft *Arun ON 1070*: March 10, 26, April 2, 9, May 4, 10 and 27

Portsmouth (Langstone Harbour), Hampshire
D class: March 24 and April 9 (twice)
Atlantic 21: April 9, 16, 30 (twice), May 7 (three times), 21 and 27

Port St Mary, Isle of Man
54ft *Arun ON 1051*: March 1, 6 and 31
D class: March 26, 31 and April 9

Port Talbot, West Glamorgan
D class: May 14

Pwllheli, Gwynedd
37ft *Oakley ON 978*: April 11 and May 14
D class: May 30

Queensferry, West Lothian
Atlantic 21: March 9, 12, April 8, 9 (four times) and 15

Ramsey, Isle of Man
37ft *Oakley ON 995*: May 21

Ramsgate, Kent
44ft *Waveney ON 1042*: April 1, 30, May 1, 5, 18 and 26
Atlantic 21: March 18, 27, April 1 (twice), 8, 16, 22 and 30

Red Bay, Co Antrim
C class: March 24 and April 2

Redcar, Cleveland
Atlantic 21: March 12, April 7, 29 and May 14 (twice)
D class: April 8 and May 14

Rhyl, Clwyd
37ft *Oakley ON 993*: May 1
D class: March 31, April 18 and May 1

Rosslare Harbour, Co Wexford
52ft *Arun ON 1092*: March 27 and April 11

Rye Harbour, East Sussex
C class: March 13, April 27 and May 21

St Abbs, Berwickshire
Atlantic 21: April 13

St Agnes, Cornwall
D class: April 24, May 6, 9, 21 and 31

St Bees, Cumbria
C class: March 29

St Catherine, Channel Islands
C class: March 19, 26, April 26, May 12 and May 22

St David's, Dyfed
47ft *Tyne ON 1139*: March 4, 30, April 11 (twice), 24, 27, May 2 and May 30

St Helier, Channel Islands
44ft *Waveney ON 1034*: March 29
Relief 44ft Waveney ON 1003: May 21 and 27

St Ives, Cornwall
37ft *Oakley ON 992*: March 12
Relief 37ft Oakley ON 984: April 23
C class: March 26, April 2, 20 (twice), May 28 and 31

St Peter Port, Channel Islands
52ft *Arun ON 1025*: March 5, 11, 13, 27 (twice), April 10, May 11, 14, 21 and 26

Salcombe, South Devon
47ft *Tyne ON 1130*: March 13, 27, April 9, May 6, 7, 20, 28 and 29 (twice)

Scarborough, North Yorkshire
37ft *Oakley ON 979*: March 1, April 2 and 14
D class: April 26, May 1, 5 and 7

Selsey, West Sussex
47ft *Tyne ON 1074*: March 4, April 1, May 17, 21 and 28
D class: April 9 (twice), 25, May 21 and 25

Sennen Cove, Cornwall
37ft *6in Rother ON 999*: April 3 and May 30

Sheerness, Kent
44ft *Waveney ON 1027*: March 24, 31, May 19 and 29
D class: March 11, 19, April 15, 16, 25, May 7, 20, 21 and 28

Sheringham, Norfolk
37ft *Oakley ON 960*: April 16 and May 30 (twice)

Shoreham Harbour, West Sussex
Relief 47ft Watson ON 971: March 26, May 27 and 30

Silloth, Cumbria
Atlantic 21: May 26

Skegness, Lincolnshire
37ft *Oakley ON 977*: March 4, April 19 and May 29
D class: April 19

Skerries, Co Dublin
D class: March 14 and April 23

Southend-on-Sea, Essex
Atlantic 21: March 18 (twice), 23, April 16 and May 6
D class: March 23, April 3, 8, 15 (three times), 16 and May 8

Southwold, Suffolk
Atlantic 21: March 12, 18, April 2, 11, 30, May 7 and 21

Staithe and Runswick, North Yorkshire
Atlantic 21: March 16 and 31

Stornoway (Lewis), Ross-shire
52ft *Arun ON 1098*: April 4, 11 and 21

Stranraer, Wigtownshire
D class: March 6 (twice), May 21 and 31

Stromness, Orkney
52ft *Arun ON 1099*: April 11

Sunderland, Tyne and Wear
47ft *Watson ON 969*: April 1, May 1, 3, 21 and 29
D class: April 8 (twice), 15, 16, 19, May 1 and 21

Swanage, Dorset
Relief 37ft 6in Rother ON 1047: March 20, 25, April 2, 9 and May 7

Teesmouth, Cleveland
Relief 47ft Tyne ON 1122: April 29, May 14, 19 (twice) and 28

Tenby, Dyfed
47ft *Tyne ON 1112*: March 15, 17, April 1, 25, May 6 and 19
D class: March 26, April 9, 22, May 5 and 28

Thurso, Caithness
54ft *Arun ON 1052*: March 8 and 19
52ft *Arun ON 1149*: April 14

Tighnabruaich, Argyllshire
D class: March 13, 25, 26, May 14 and 15

People and Places

Around and about the RNLI

There ain't nothing like a ... cheque!

Gemma Craven, starring in the West End musical 'South Pacific' at the Bournemouth Pavilion during the summer, drew the winning tickets for the RNLI's 46th national lottery, which took place on 31 July.

The first prize of £2,000 was won by Mike Bartley of Northampton and on receiving the news, Mike (a lorry driver) rang Poole to say that as he and his wife Shirley-Ann would be in the area could they collect the cheque! Anthony Oliver, head of fund raising, was delighted they could come – to the best of his knowledge this was the first occasion a lottery winner had come to Poole to receive his cheque.

Mike and Shirley-Ann were given a tour of the depot and HQ building and were then escorted to the Pavilion Theatre where Gemma Craven presented the delighted couple with their cheque. She also invited them to a performance of 'South Pacific' and to meet the cast following the show.

The 46th lottery raised £69,414 and the prize winners were:

£2,000 – M.H. Bartley, Abington, Northampton.

£1,000 – C. Kitson, Keighley, West Yorkshire.

£500 – Mrs S.N. Small, Adel, Leeds.

£250 – J. Corkett, Reading, Berkshire

£100 – M. Longley, Huddersfield;

Captain D.R.H. Ferguson, Argyll,

Scotland; Mrs K.V. Deane, East Molesey, Surrey; Mrs H. Rendell, Cardiff, South Glamorgan; D. Ambler, Reading, Berkshire; Mrs M. Goulden, Leeds; Mrs E.E. Love, Totnes, Devon; P.J. Dunn, Stevenage, Herts.

£50 – Mrs C. Stovell, Helensburgh, Scotland; Miss S.A. Kelly, Leeds; Mrs R.I. Walker, Sudbury, Suffolk; Mrs J. Cleever, Reading, Berkshire; Miss A.J. Fisher, North Barnsley, Yorkshire; J. Ashton, Boston, Lincs; D.S. Brown, Harrow Weald, Middx; Mrs G. Sharples, Preston, Lancs.

Mike Bartley (left) and his wife Shirley-Ann being presented with their cheque for £2,000 – the top prize in the RNLI's summer draw – by Gemma Craven (right).

The Institution's Head of Fund Raising Anthony Oliver, pictured behind the trio, believes it was the first time a lottery winner had received their first prize in person. Gemma was appearing in 'South Pacific' at the Bournemouth Pavilion and the winning couple were also invited to a performance and to meet the cast after the show.

(Photo Bournemouth Evening Echo)



On Station

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

OVER 10 METRES:

Lochinver – Arun 52-42 (ON 1144) *Murray Lornie* on 20 July 1989.

UNDER 10 METRES:

Selsey – D382 on 16 May 1989.

Staithe – B576 on 18 May 1989.

Relief – D383 on 23 June 1989.

Penarth – D384 on 2 July 1989.

Weston-super-Mare – D387 on 11 July 1989.

Tynemouth – D385 on 19 July 1989.

Brighton Marina – B577 on 21 July 1989.

Stranraer – D388 on 26 July 1989.

Macduff – B578 on 14 August 1989.

Clifden – C522 on 19 August 1989.

Lifeboat Services

March, April and May 1989

Continued from previous page

Torbay, South Devon

Relief 52ft Arun ON 1086: March 22, 25, 27, April 2 (four times), 15, 19, May 3, 11, 12 and 20

D class: April 1 and May 28

Trearddur Bay, Gwynedd

D class: March 27, May 13 and 28

Troon, Ayrshire

52ft Arun ON 1134: March 12

Relief 52ft Arun ON 1071: April 16, 26, May 11, 23 and 28

Tynemouth, Tyne and Wear

52ft Arun ON 1061: March 12, April 3, 12 and May 7 (twice)

D class: March 26, 30, 31, April 8, May 1 and 14

Walmer, Kent

37ft 6in Rother ON 1024: March 25

D class: March 18, 25, April 9 and 30

Walton and Frinton, Essex

Relief 48ft 6in Solent ON 1008: March 12, 26, April 1, 7, 18 and 21

48ft 6in Solent ON 1012: May 3 (twice) 21 and 27

Wells, Norfolk

37ft Oakley ON 982: March 28

D class: May 3 and 7

West Kirby, Merseyside

D class: March 8, 12, 20, 27, April 9 and May 8

West Mersea, Essex

Atlantic 21: March 7, 13, 18, 21, 24 (five times), April 1 (twice), 7, 19, 21, May 19, 21, 22 (twice) and 30

Lifeboat services

The services listed are those for which returns had been received at RNLI headquarters by 1 August 1989.

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

Weston-super-Mare, Avon

Atlantic 21: March 5, 12, 28, April 15, May 6, 14, 21 (twice) and 24

D class: March 28, April 15 and 21

Weymouth, Dorset

54ft Arun ON 1049: March 3, April 26, May 7 and 12

Whitby, North Yorkshire

47ft Tyne ON 1131: March 19, April 9, 26, May 1, 2 (twice), 11, 12, 28 and 30

D class: March 8, 26, April 12, May 9 and 12

Whitstable, Kent

Atlantic 21: March 19 (twice), 21, 24 (twice) and April 16 (twice)

Wick, Caithness

47ft Tyne ON 1121: April 12 and May 20

Wicklow, Co Wicklow

Relief 48ft 6in Solent ON 1094: May 14 and 28

Workington, Cumbria

47ft Watson ON 940: May 13 and 20

Yarmouth, Isle of Wight

52ft Arun ON 1053: March 10, 16, 26, April 22, 29, May 11, 13 and 21

Youghal, Co Cork

Atlantic 21: March 7, April 11 and May 2

Coxswain's London Exhibition

The new coxswain of St Ives lifeboat, Eric Ward, was given an exhibition of his oil paintings by a London art gallery in May.

Eric, who took up his post as St Ives coxswain in May, had 22 of his paintings on display at the Hallam Gallery, East Sheen where the opening of the exhibition was marked by a private reception.

Although he has only been painting in oils seriously for a little over two years the high standard which Eric has already achieved led the Gallery owner, John Adams, to mount the special exhibition.

Eric has been a lifeboatman at St Ives since 1964 when he joined the crew of what was then a totally new concept – a 16ft inflatable lifeboat. In 1973 he became a crew member of the larger offshore lifeboat, currently the relief Oakley class *RNLB Mary Joicey*, and was appointed second coxswain in 1988.

He was awarded a bronze medal in April 1982 and a bar to his bronze medal in July 1982. Eric is also harbour master at St Ives.

Eric Ward, Coxswain of the St Ives lifeboat pictured with one of his paintings on display at a London gallery. Eric, who only took up painting seriously two years ago was appointed Coxswain in May 1989.



Garden Party

Crew members and station personnel from several lifeboat stations around the country attended a garden party at Buckingham Palace in the presence of Her Majesty The Queen on Thursday 13 July 1989.

The 20-strong contingent, which included some RNLI staff, were chosen to attend the party in recognition of their long and devoted service to the Institution. Miss Heather Allen, donor of the Tyne class lifeboat *James Burrough*, stationed at Padstow, was also among those invited.

The Director, Lt Cdr Brian Miles, led the group which also had the opportunity to meet the President of the Institution, the Duke of Kent, accompanied by the Duchess.

In attendance were: Jim Berry (Mechanic, Walton and Frinton), Jim Clarke (Crew Member, West Mersea), Ronald Davies (Helmsman, Borth), John Darbyshire (Deputy Regional Organiser for the South East), Trevor England (Coxswain, Padstow), Norman Ford (Station Personnel Manager), Alan Jones (Coxswain, Mumbles), John Landale (Second Coxswain, Shoreham), Kenneth Middlemiss (Honorary Secretary, Tynemouth), Lt Cdr H.E. Over (recently retired Chief Technical Officer), Vivian Pentecost (Coxswain, Falmouth), Tony Ralph (Crew Member, Aldeburgh), Thomas Roberts (Machinery Examiner for the North West), David Shiel (Second Coxswain, North Sunderland), Mervyn Thomas (Mechanic, New Quay), Geoffrey Warming (Crew Member, Littlehampton), Eric Wartnaby (Crew Member, Appledore), Robert White (Mechanic, Humber).

Birthday Honours

Two of the RNLI's lifeboat coxswains were awarded the British Empire Medal for their services to the Institution in Her Majesty The Queen's Birthday Honours list:

Brian Pegg, BEM, was Coxswain/Mechanic of **Sheringham** lifeboat from 1986 until his retirement in May 1989. He joined the crew in 1950 and was Mechanic from 1965 to 1984, becoming Second Coxswain/Mechanic until his appointment as Coxswain/Mechanic in 1986. Coxswain Pegg received a long service badge in 1982.

Tony Jordan, BEM, was Coxswain of **Wells** lifeboat from 1986 until his retirement in February 1989. He joined the crew in 1946, becoming Second Coxswain in 1971 until his appointment as Coxswain in 1986. Coxswain Jordan received a long service badge in 1982.

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:

Aberdovey – Shore Helper D.R. Williams
Aith – Coxswain K. Henry
Angle – Crew Member R. O'Callaghan
Blackpool – Crew Member P. Denham
Howth – Mechanic G. Duffy, Crew Member G. Waldron
Little and Broad Haven – Crew Member P. Gibson
Lochinver – Mechanic G. Anderson

Redcar – Tractor Driver J. Flounders
Southend – Crew Member R.L. Kidwell
St Abbs – Crew Member A. Crowe
St Helier – Crew member W.A.W. Battrick
St Mary's – Coxswain R. Terry
Staites and Runswick – Shore Helper T. Lawson
The Mumbles – Crew Member V.D. Evans
Walton & Frinton – Crew Member S.S. Moore
Youghal – Crew Member R. Hickey

Obituaries

With deep regret we record the following deaths

JUNE 1989:

Eric Offer, coxswain/mechanic of Dun Laoghaire lifeboat from 1967 until his death. Coxswain Offer was awarded a bronze medal in 1969.

JULY 1989:

Mrs Dolly Ashley Jones, president of the Carmarthen & Ferryside Ladies' guild since 1983 and founder member of the guild in 1951. She was awarded a statuette in 1983.

W.P. Courtauld, member of the Committee of Management from 1972 to 1983 and donor of the Waveney class lifeboat *Augustine Courtauld*.

Ben Bailey, coxswain of Walmer lifeboat from 1962 until his retirement in 1966. He joined the crew in 1936.

AUGUST 1989:

William Dryden, former mechanic of Whitby lifeboat. He was assistant mechanic from 1938 to 1951 when he was appointed mechanic until his retirement in 1967. He was awarded a bronze medal in 1940 and two Royal Humane Society testimonials on parchment for two rescues, both children, in 1958 and 1965.

Mrs Mary Lane, souvenir secretary of the Handsworth Wood Ladies' guild from 1978 to 1989. She was awarded a statuette in 1988.

Richard Hickey, coxswain of Youghal lifeboat from 1949 until his retirement in 1970. He was bowman from 1938 to 1939 and was second coxswain from 1946 until he was appointed coxswain in 1949. In 1963 he was awarded a bronze medal.

John MacNeil, coxswain of Barra lifeboat from 1949 until his retirement in 1963. He was bowman for a year in 1947 and second coxswain for a year in 1948 before his appointment as coxswain on 1 January 1949.

Terry Jennings, committee member of Lewisham branch from 1973 and branch chairman from 1977 to 1982.

Mrs Elsie Norman, honorary life member of Lewisham branch since 1979 and member of the branch committee in the early 1950's. She was awarded a silver badge in 1976.

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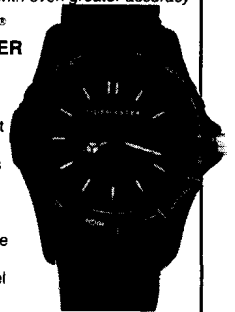
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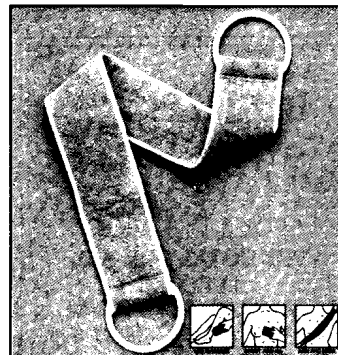
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The Society appears to provide very similar benefits to the more widely known schemes and the subscription is not age related.

It even accepts the over 65's. However, there is a once-only age related joining fee. Thereafter normal rates apply and coverage continues up to any age.

Although the Society has been established for more than 50 years its existence is not widely known. I found it by chance and now pay less than half what I used to!

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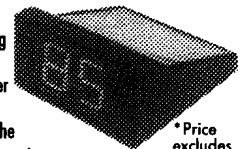
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RNLI/3240

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PAYMENTS TABLE												
LOAN AMOUNT	12 months				36 months				60 months			
	Monthly Payment		Total Payable		Monthly Payment		Total Payable		Monthly Payment		Total Payable	
	with PPI	without PPI	with PPI	without PPI	with PPI	without PPI	with PPI	without PPI	with PPI	without PPI	with PPI	without PPI
£	£	£	£	£	£	£	£	£	£	£	£	£
500	47.49	46.25	569.88	555.00	19.34	18.47	696.24	664.92	14.02	13.13	841.20	787.80
1000	94.98	92.50	1139.76	1110.00	38.69	36.94	1392.84	1329.84	28.04	26.25	1682.40	1575.00
3000	284.93	277.50	3419.16	3330.00	116.08	110.83	4178.88	3989.88	84.12	78.75	5047.20	4725.00
5000	474.89	462.50	5698.68	5550.00	193.47	184.72	6964.92	6649.92	140.19	131.25	8411.40	7875.00
7500	712.33	693.75	8547.96	8325.00	290.20	277.08	10447.20	9974.88	210.29	196.88	12617.40	11812.80
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