



# The Lifeboat

**Spring 1990**

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Arun class heavy-weather photo feature

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# The Lifeboat

Spring 1990



Royal National  
**Lifeboat**  
Institution

## Contents Volume 51 Number 511

**Chairman:**  
MICHAEL VERNON

**Director and Secretary:**  
LT CDR BRIAN MILES RD MNI RNR

**Editor:**  
MIKE FLOYD

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

**London Offices:**  
Royal National Lifeboat Institution, 202  
Lambeth Road, London SE1 7JW.  
Telephone  
01-928 5742 (Enquiries and Fundraising)  
01-928 4236 (Public Relations)  
01-928 5743 (Central London Committee)  
(From 6 May 1990 '01-928' numbers become '071-928')

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

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### COVER PICTURE

by Warrant Officer Hobden  
RNAS Culdrose Photographic Department

The Lizard lifeboat, Tyne class  
47-030 *David Robinson*, exercising  
with a Sea King helicopter from  
RNAS Culdrose.

**Next Issue:** The Summer issue of THE LIFEBOAT will appear in July 1990, and news items should be received by Monday 14 May 1990.

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

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# NEWS

## Newspoint

Storms, and yet more storms  
In the previous issue, a mere three months past, we were looking back on a summer of generally quiet weather... a memory which has been shattered by one of the windiest starts to a year on record.

Hurricane-force winds became, if not commonplace, at least regular features of the weather forecasts and they brought with them disasters on land as well as at sea.

It is unusual for such strong winds to be experienced inland, and they have served to bring home to everyone the conditions experienced by our lifeboat crews – whose courage is reflected in the large number of bravery awards recorded in this issue.

The disastrous flooding on the North Wales coast also brought the RNLI's activities into national focus, with three inflatable lifeboats in action for many days. This time they were often some miles inland, but their crews still faced hardship and danger to help others in trouble.

### Official visits



Patrick McLoughlin MP, Parliamentary Under-Secretary of State for Transport (centre) with the RNLI's director Lt Cdr Brian Miles (left) and chief of operations Commodore George Cooper (right) in the operations room during his visit to Poole.



Mr William O'Neill, Secretary-General of the International Maritime Organisation, aboard the Arun class lifeboat *The Duke of Atholl*

The RNLI was host to several visitors in the early part of 1990, each with a different interest in the Institution and its work.

On 24 January Patrick McLoughlin MP, Parliamentary Under-Secretary of State for Transport, toured the operations, technical and fund raising departments as well as visiting the training centre, depot workshops and stores. He was accompanied by Mr Hugh Wenban Smith, Under Secretary Marine Directorate, and Capt W. H. H. MacCloud OBE, RN (RETD), Director of Marine Emergency Operations.

On the same day Mr Eamonn Doherty, Chairman of the Review Group on Air and Sea Rescue Services in the Republic of Ireland and Mr Niall McCutcheon, Secretary of the group and Chairman of the Irish Government Search and Rescue Committee, also visited the RNLI headquarters. They too visited the operations, technical and fund raising departments before moving on to the depot, training and fundraising support sections.

The recently-appointed Secretary-General

to the International Maritime Organisation (IMO), Mr William O'Neill, took the opportunity of taking a similar look at the Institution's functions on his visit to Poole on 8 March.

Mr O'Neill was also able to go afloat aboard a new 52ft Arun, *The Duke of Atholl*, which will shortly join the RNLI's relief fleet.

Mr O'Neill has been Canada's representative on the council since 1972 and was chairman from 1972 to 1989. The IMO is the only United Nations organisation with its headquarters in London and deals with maritime affairs including safety, pollution, training and legal matters.

The RNLI represents the International Lifeboat Federation, which has consultative status at IMO.

### Museum closed

Construction work on the new building at Poole headquarters has meant that the museum display has had to be dismantled, and is no longer available to visitors.

Arrangements will be made to reinstate the museum when the additional building is completed early in 1991.

As mentioned in the previous issue of *THE LIFEBOAT* the Open Days which would normally have been held in 1990 have also been postponed for the same reason.

### AGM Guest of honour

The guest of honour at the 1990 annual presentation of awards at the Royal Festival Hall will be HRH The Duchess of Kent.

The ceremony takes place on Tuesday 22 May at the Festival Hall London, starting at 1430, where The Duchess of Kent will present bravery awards to lifeboatmen and other awards to long-serving voluntary workers.

### Whitby's horror story

Count Dracula has turned over a new leaf and is now helping to *save* lives!

His new image coincides with the fourth anniversary of the opening of Whitby's Dracula Experience tourist attraction, which is situated alongside the lifeboat's mooring.

Castlegate Exhibitions, which runs the attraction, has decided to donate 5p from the sale of every one of their guide books to Whitby lifeboat – and as they have printed 40,000 copies for the 1990 season the station is keeping its collective fingers crossed for a good summer!

*(Bram Stoker created the infamous character of Count Dracula and wrote the well-known novel while in Whitby.)*

*(Photo Whitby Gazette)*



## Mersey helps RNLI to success at 1990 London Boat Show

The 1990 London Boat Show proved to be another successful event for the RNLI, undoubtedly helped by the display of a new Mersey class lifeboat – the first time an all-weather lifeboat had been at Earls Court since 1984. Almost £157,000 had been added to the Institution's funds by the close of the ten-day show.

Plans to display the lifeboat on the latest carriage had to be abandoned at very short notice when Earls Court staff discovered that the floor of the hall was too weak to take the combined weight! Tremendous efforts were needed by the boatbuilders, contractors and RNLI staff to design and build a suitable cradle and transport it to the show in time.

Space for the brand new Mersey, *Doris M. Mann of Amphill*, due to be stationed at Wells later this year, was donated by the show organisers, and lifeboat builders FBM Marine transported the boat from the Isle of Wight to London free of charge.

Crews from Wells, Bridlington and Hastings were available throughout the show to answer questions on the boat and her operation.

Although there was a small drop in the number of visitors to the show as a whole the Institution's stand seemed busier than ever, with a constant flow of members, crews, guests and souvenir customers.

New members totalled 1,254 (an 8 per cent increase on 1989) and 165 Storm Force members were enrolled (110 per cent up on 1989). Souvenir sales were up by more than £2,000 and six



Prince Michael of Kent was one of several distinguished visitors to the RNLI's stand at the London Boat Show. He is pictured talking to Wells lifeboatmen 'Sonny' Warner (right) and James Case aboard the station's new Mersey class lifeboat.

indefatigable Chelsea Pensioners persuaded visitors to put an astonishing £6,292 in their collecting boxes.

Several presentations were made during the show with The Royal Bank of Scotland handing over a cheque for more than £45,500 from its Access card promotion and Barclaycard handing over more than £52,000 from its Profile scheme.

Several high-profile events were held on the central feature pool including the presentation of the Institution's Public Relations Awards by broadcaster Raymond Baxter, chairman of the RNLI's Public Relations Committee.

Four awards were made this year, including one to National Boat Shows, who have donated space to the RNLI at the London Boat Show for many years, and who were able to find room for the Mersey class despite a shortage of space at the exhibition.

Professional photographer Campbell MacCallum received his award in recognition of the photographs which he has taken on behalf of the Institution, and Hugh McGrattan, editor of the Northern Newspaper Group, received his for work in publicising the RNLI in Northern Ireland.

Perhaps the most unusual effort recognised was Irish songwriter Phil Coulter's work with the Institution, which included organising a concert and writing a song about lifeboatmen, 'Home from the Sea', which reached number four in the Irish charts!



Lothouse's Fisherman's Friend launched a new fund raising promotion aboard the lifeboat at the Show. Pictured are Mrs Doreen Lothouse (centre) with her husband Tony and members of the family company and Mrs Alison Saunders (right) deputy chairman of the RNLI's Fund Raising Committee and Peter Holness (second from right) corporate fund raising manager for the Institution.

## End of the Arun era at Littlehampton

An era came to an end at Littlehampton on Tuesday, 13 February when the last of the Arun class lifeboats to be built for the RNLI was handed over at boatbuilders William Osborne.

The company built the first boat of the class back in 1971, and since then 25 of the 46 Aruns in service have been built or fitted out by the yard on the banks of the River Arun, which gave the class its name.

With their 18 knot-plus speed the Aruns were the fastest RNLI lifeboats when they were introduced, and they are likely to stay in service with the RNLI for up to 20 years before being replaced with the 25 knot Fast Afloat Boat (FAB) 3 and FAB 4 which are now under development.

The Arun class also has the distinction of being the first lifeboat to win a Design Council Award (in 1982) and was the first RNLI lifeboat to be built in glass reinforced plastic (GRP).

The final Arun, ON1160, *The Duke of*

*Atholl* will serve in the relief fleet.

To mark the occasion David Hudson, the RNLI's chief technical officer, presented Mr William Osborne, whose father started the boatyard bearing his name, with a commemorative plaque

## 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:

**Angle** – Mechanic M. Eynon, Winchman A.L. Roach

**Arklow** – Coxswain S. Dixon, Mechanic C. Gaffney, Emergency Mechanic G. White

**Harwich** – Crew Member P.E. Brand

**Lerwick** – Crew Member T. Nicolson,

**Longhope** – Coxswain J.W. Budge, Second Coxswain W.S. Mowat, Crew Member J. Mowat

**Lyme Regis** – Crew Member J.L. Hodder

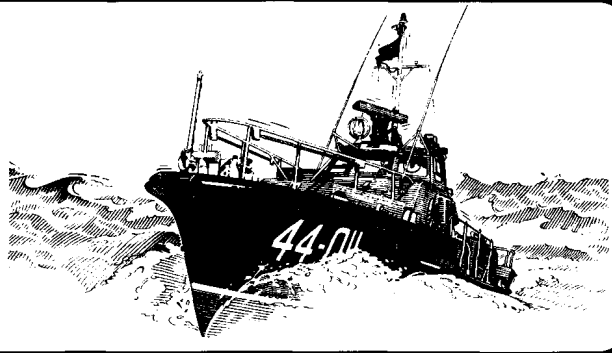
## NEWS IN BRIEF

- Rye Harbour lifeboat station has been awarded a vellum in recognition of 150 years total service. The station was first opened in 1803 and although closed in 1928 it was re-established in 1966. The decision was taken at a meeting of the Committee of Management on 22 November 1989.

- The winner of the Royal Bank of Scotland draw, for all holders of RNLI affinity Access cards at 30 November 1989, was Mr. D. Beech of Lightwater Surrey. Consolation prizes went to Mr D. Evans of Huddersfield and Mrs S. Johnstone of Liverpool.

- Every lifeboat station has now received bottles of whisky from American supporter J. P. Young, and a 'second lap' started in January 1990. Stations from Swanage to Dover received six bottles of Famous Grouse as their second helping and others will follow from the yearly contribution from Mr Young.

# Lifeboat Services



LIFEBOAT WORKS INSIDE SURF LINE TO SAVE FISHERMEN

## Skipper plucked to safety through wheelhouse window in 30ft seas and Force 9 gale



Silver Medal

Coxswain Alan Thomas of the Tenby lifeboat has been awarded the RNLI's silver medal for bravery following the rescue of three men from two fishing vessels in extreme conditions on 22 September 1989.

Force 9 winds and 30ft breaking seas had almost rolled one of the casualties over at one point, and while working inside the breakers the 47ft lifeboat had been continually engulfed by the breaking seas, estimated at 30ft high.

In his official report of the service Mr Mike Vlasto, inspector of lifeboats for the West division, said: 'It required considerable courage, determination and exceptional boat handling ability to carry out this service. The coxswain's quick thinking when *Silver Stream* was virtually capsized undoubtedly saved the skipper's life.'

For their part in the rescue, Second Coxswain Roy Young, Motor Mechanic Dennis Young, Emergency Mechanic Clive Thomas and Crew Members William James and Stephen Crockford all received Medal Service Certificates. A letter of appreciation was also sent to the Mumbles lifeboat for launching to provide a back-up.

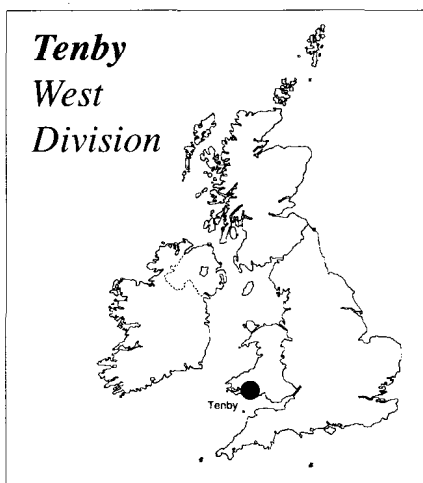
At 1614 on Friday, 22 September 1989, Milford Haven Coastguard alerted Mr E. Bancroft, Tenby station's honorary secretary, that the 35ft motor fishing vessel *Seeker* was in difficulties off Worms Head, and that the 30ft MFV *New Venture* was attempting a tow.

### Mayday

The crew pagers were activated and hand maroons fired by the Coxswain, Alan Thomas, who was still at the boathouse following a service earlier in the day. At 1620 Tenby's 47ft Tyne class lifeboat *RFA Sir Galahad* was launched down the slipway with Coxswain Thomas in command and headed SE by E at full speed.

As the lifeboat crossed Carmarthen Bay, the two MFVs reported deteriorating conditions, and upgraded their call to a 'Mayday'. Using their transmissions as a target for the lifeboat's VHF radio direction finder Coxswain Thomas was able to adjust his course to head straight to the casualties in Rhossili Bay, arriving at 1715.

The lifeboat crew arrived to discover that *Seeker* had already been washed on to the beach by the breaking seas, and that the three crew had been helped ashore by the



Coastguard and taken to Ilfracombe.

The wind was now blowing WNW Force 8 to 9, with rain squalls and poor visibility. The sea was very rough with 30ft breaking waves.

Swansea MRCC requested the launch of the Mumbles lifeboat as back-up and at 1723, the Tyne class *Ethel Anne Measures* was launched with Coxswain Alan Jones at the wheel.

Another MFV, *Silver Stream*, was also at the scene, close in to the north side of Worms Head and, together with *New Venture*, was struggling to remain head-to-sea as she was struck by large breakers inside the surf line.

Coxswain Thomas realised that the conditions would make it impossible to tow either

## 'The lifeboat was continually hit by breaking seas which engulfed the men on deck'

of the fishing vessels clear of the beach so he repeatedly manoeuvred the lifeboat inside the surf line to maintain close contact.

The lifeboat was constantly hit by the breaking seas, which engulfed the crew working on deck

### Rolled

By 1730, as conditions worsened and daylight began to fade, the skipper of *New Venture* realised that it would be necessary for him to head further offshore and requested a course to steer for Tenby.

As *Silver Stream* was closing up with *New Venture* to begin the attempt to drive clear, a very large sea struck her broadside and she was rolled over until her keel could be seen. A large deep-freeze on the vessel's deck was hurled 30ft in the air by the impact of the wave.

Amazingly the MFV recovered, but she was part-full of water and listing to starboard. Coxswain Thomas could see that the skipper was trapped in the wheelhouse by loose gear on the deck and that with the vessel beam-on to the seas and powerless the man was in grave danger.

Coxswain Thomas drove the lifeboat in towards the casualty, positioning the starboard bow perfectly for a rescue attempt.

With the Coxswain exploiting the lifeboat's manoeuvrability by expert use of the engines Second Coxswain Roy Young and Crew Member Clive Thomas were able to



Coxswain Alan Thomas of the Tenby lifeboat.

pull the skipper clear through the MFV's wheelhouse window and take him below on the lifeboat.

The other MFV, *New Venture*, was making only some two knots in the steep breaking seas as she battled to clear the beach. Coxswain Thomas offered to put some of his crew aboard to help, but the skipper declined due to the extremely dangerous conditions.

Slowly *New Venture* moved into deeper water and began the long passage back to Tenby through rough seas, escorted all the way by the lifeboat. As the situation eased Mumbles lifeboat was released and she was able to return to her station.

When the MFV and lifeboat were within 5 miles of Tenby, Coxswain Thomas transferred two crew to *New Venture* to help moor in Tenby Roads, the skipper and crew being by now totally exhausted.

At 2035, with the mooring successfully completed, the crew and assisting lifeboatmen were transferred to the lifeboat, which then landed the survivors safely ashore.

The lifeboat was recovered, refuelled and ready for service once more by 2045.

## Awards for helmsman and crew members of Cleethorpes D class



**Bronze Medal**

A service by Cleethorpes' D class inflatable in winds of up to storm Force 10 to five canoeists and a yacht has earned the helmsman, David Steenvoorden, the Institution's Bronze medal for gallantry and crew members Martin Kennedy and Alan Burton the Thanks of the Institution inscribed on Vellum.

The service, part of a busy day for the station which ended with another call to a raft race and the rescue of a total of 36 people, was reported fully in the Winter 1989/1990 issue of *THE LIFEBOAT*.

### Extreme

Mr Tim Harrison, the deputy divisional inspector of lifeboats for the East division, said in his official report of the service that the helmsman and crew had been 'at sea for over four hours, a great part of which was in extreme conditions for a D class lifeboat', and commended their fine courage and seamanship.

He added that helmsman Steenvoorden's ability to locate the casualties in extremely poor visibility showed 'how local knowledge and quick thinking can be used to best advantage'.

The lifeboat had put to sea at 1021 on Sunday 30 July 1989 to locate five canoeists on a charity paddle and experienced conditions which deteriorated to storm Force 10 winds with driving rain and spray which reduced visibility to almost nil at times.

Helmsman Steenvoorden quickly located the casualties in the appalling conditions and took them aboard the lifeboat.

With eight people aboard, the lifeboat was continually full of water in the confused, 10ft seas and was operating at very

### Cleethorpes East Division



reduced speeds because of the load and sea state. The helmsman made a very difficult but skilled transfer to a pilot launch which was on passage nearby.

The inflatable then proceeded to a yacht aground at Spurn Point and towed her to safety before returning to her station after nearly four hours at sea.

A full account of the lifeboat's eventful day appeared in the previous issue of *THE LIFEBOAT*.

## Tragic search for missing girl

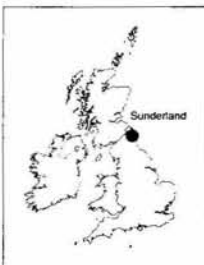
*Sunderland East Division*

Sunderland's Watson class lifeboat *William Myers and Sara Jane Myers* launched at 1630 on 10 February 1990 following an alert from Tyne Tees Coastguard that a girl had been swept off the promenade at Seaburn, some ten minutes steaming north of the station.

With the tide full and a heavy swell breaking on to the promenade sea wall conditions were difficult, with very confused seas despite a relatively light wind up to Force 4.

Working close inshore in the darkness the lifeboat crew did glimpse the casualty in the water, and swiftly altered course, but to no avail. Tragically, after searching the area for more than four hours, and with the help of a police helicopter, the body of the girl was found on the beach and the lifeboat released to return to station.

The difficulties of launching and recovering a lifeboat from an open beach are well illustrated by the photograph, taken while the lifeboat was on this service





## Two saved from taxi stranded on causeway

*West Mersea  
South East Division*

West Mersea's Atlantic 21 lifeboat carried out a somewhat unusual rescue on 26 January when she was called to a taxi stranded on the causeway to a nearby island.

Thames coastguard had been alerted after the vehicle broke down on the winding causeway and the driver radioed for help.

The cab's lights were still shining under water which helped locate the casualty and at 2110 the Atlantic arrived alongside.

The tide rises rapidly in the estuary in which the car was stranded and there is considerable depth of water over the road at high water.

The driver and his passenger had taken to the roof of the vehicle, and water was lapping around their shoes as they were taken aboard the lifeboat. The men were unhurt but suffering from shock.

Writing to the station's honorary secretary after the event the Coastguard sector officer praised the way the crew had found their way through the shorter route in the shallows behind the island to reach the men.

'To run aground in that area at that state of tide was the easy part,' he said, 'to stay afloat was almost impossible - except for West Mersea lifeboat.'

In the official reports of service there is a section for the Port of Registry of the casualty - the honorary secretary duly completed it: 'DVLC Swansea.'

### WEATHER WELL BEYOND NORMAL LIMITS AS D CLASS

## D class inflatable braves Force 10 and total darkness

*Thanks  
on  
Vellum*

Paul Gilson, the helmsman of Southend-on-Sea's D class inflatable lifeboat has been awarded the Thanks of the Institution Inscribed on Vellum following a service on the night of 20/21 October 1989.

The lifeboat launched in conditions beyond her normal operating limits when the station's larger Atlantic 21 lifeboat suffered engine failure and was being blown into dangerous shallow water during a service to the sand barge *Margaret G*.

Helmsman Paul Gilson 'exhibited extraordinary skill in very rough conditions and total darkness' according to Colin Williams, deputy division inspector of lifeboats for the East division, in his official report.

The two crew members aboard the D class lifeboat, John Foster and Clifton Warry, and the helmsman of the Atlantic 21, Robert Fossett, and her crew, Roy Kidwell and Mark Fossett, will receive a framed letter of thanks from the RNLI's chairman.

Late on the night of Friday 20 October a sand barge *Margaret G* with two people on board got into difficulties near the South Shoebury Buoy in the Thames Estuary in a SSW gale Force 8, a heavy sea and steep swell.

### Aground

Southend's Atlantic 21 rigid inflatable lifeboat and the Sheerness 44ft Waveney class lifeboat had gone to her aid by 0030 on Saturday morning.

The barge had been driven aground and was taking water. Helmsman Robert Fossett in command of Southend's Atlantic 21 had twice come alongside to put a crew member on board to help, but in the difficult conditions the bow and rigid hull of the lifeboat had been slightly damaged.

By 0149 the barge was refloated and moving towards the shelter of the River Medway,

### Southend-on-Sea South East Division



but the Southend lifeboat was experiencing difficulties with her starboard engine.

The lifeboat headed back upwind to the station, but before they were able to restart the starboard engine a breaking sea hit the lifeboat. The helmsman eased the throttle - and the port engine stalled. Neither engine would restart and the Atlantic 21 was dragging her anchor into the very shallow water over Shoebury Sands.

Sheerness lifeboat had returned to the



As this issue of THE LIFEBOAT was going to press severe weather caused the flooding of the North Wales town of Towyn and the surrounding areas.

D class inflatable lifeboats from Rhyl, Llandudno and Flint (some 25 miles away by road) were at the scene over a period of several days and the stations' launching vehicles also performed sterling service in the deep floodwater.

First estimates are that lifeboatmen ferried more than 500 people to safety.

Rhyl's D class inflatable lifeboat uses an impromptu slipway on the A548 coast road at Savoy Cove, North Wales during the flooding.

(Photo Paul Frost, Rhyl lifeboat crew)



## HELPS ATLANTIC

scene but was grounding heavily in the troughs and unable to get close.

By now the honorary secretary of Southend lifeboat station was agonizing whether to allow the station's 16ft inflatable D class lifeboat to launch.

The weather was beyond her normal limitations and it was dark, but at 0452 the inflatable lifeboat was launched. At the first attempt the boat was knocked back ashore but on the second Helmsman Gilson cleared the beach and set course towards the Inner Shoebury Beacon. The lifeboat made good speed with the sea and swell on the starboard quarter but later encountered very heavy seas with a long swell. However as the water became shallower the height of the seas reduced. The wind was from the SSW at 45 knots, gusting sometimes to 59 knots—Force 9 to 10.

### Flare

The Atlantic 21 was asked to fire a white parachute flare to show her position in the total darkness. This enabled the D class lifeboat to home in on her and, at 0528, she was alongside the disabled Atlantic 21, about half a mile from the shore.

By now an RAF helicopter had also returned to the scene and while the D class lifeboat stood off, two of the three crew members aboard the Atlantic 21, both of them exhausted, were lifted into the helicopter. Helmsman Robert Fossett chose to stay on board his lifeboat to help with her recovery.

Helmsman Gilson then was able to rig a line between the two lifeboats and tow the Atlantic 21 into shallower water. With the help of the two crew members from the D class Robert Fossett was then able to walk the Atlantic 21 into the shallows and secure her for later recovery from the shore before being airlifted by the helicopter. The two D class crew members waded back to their lifeboat to rejoin Paul Gilson.

After a very rough passage back to a slightly more sheltered beach to the east of Southend the D class was safely brought ashore and returned to her station. The Atlantic 21 was later recovered.

## Two saved from trimaran

### Lowestoft – East Division

The coxswain and second coxswain of Lowestoft's Tyne class lifeboat *Spirit of Lowestoft* have received letters of thanks from the Chairman of the RNLI following a service on 5 July 1989 in which two people were saved from a trimaran.

The lifeboat had launched at 0057 in response to red flares reported two miles east of the station. The wind was NE Force 7 and after a search along the Holm Sands using radar, white flares and searchlights the casualty was found moving out of control under full sail and travelling at some 8 knots.

Three unsuccessful approaches were made

# Eighteen lifeboats at sea as storm sweeps country

'Services varied from false alarms – both with good intent and malicious – to fishing vessels and commercial passenger vessels...'

The severe storms which swept much of the country on 25 January 1990 were the worst since the infamous hurricane of late 1987. The storm force winds seemed to affect larger areas of the country, and many places experienced even worse conditions this year than in 1987.

In the Western Approaches Falmouth Coastguard recorded Force 12 for some three hours and further along the Channel Dover Coastguard recorded Force 11 with gusts to 85mph. The RNLI headquarters at Poole experienced one gust of 105mph and many places nearby also recorded up to 110mph.

On the west coast at Swansea the wind was steady at Force 10, with one gust to 92mph and Great Yarmouth also recorded a maximum of 92mph with the wind never dropping below 80mph for a full hour.

The north escaped the worst of this particular storm although Aberdeen was experiencing winds of up to Force 9.

No fewer than 18 lifeboats launched during the day, many experiencing quite atrocious conditions on services which varied from false alarms – both with good intent and malicious – to fishing vessels and commercial passenger vessels.

### Launches

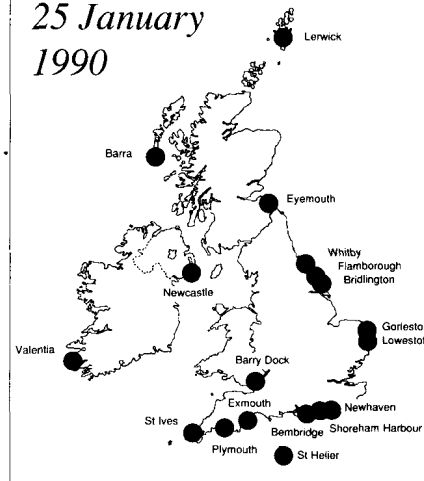
The lifeboats on service according to reports received at headquarters by 22 February 1990 were:

**Lerwick** – Scotland North Division. Lerwick's 52ft Arun class *Soldian* launched on service to the fishing vessel *Nil Desperadum*, 15 miles south of Lerwick, which had sprung a leak above the waterline. A helicopter lowered a pump to the casualty and the lifeboat towed the vessel to Lerwick.

**Barra** – Scotland South Division. The 52ft Arun class lifeboat *Ann Lewis Fraser* launched on service to EPIRB satellite detection alarm, with a helicopter assisting. Source of beacon located as coming from a Japanese tanker. No further action required and all units stood down.

**Eyemouth** – Scotland South Division. The 44ft Waveney class *Eric Seal* (Civil Service

### Lifeboat services on 25 January 1990



No. 36) launched on service to the fishing vessel *Mary B* which was overdue in severe weather. The casualty was later located in Burnmouth Harbour.

**Newcastle** – Ireland Division. The Oakley class lifeboat *Jane Hay* launched on service to reports of red flares off Kilkeel. Later reports suggested the red flares had been fired from the land and all units were stood down.

**Valentia** – Ireland Division. The 52ft Arun class *Margaret Francis Love* launched on service. No details were available at the time of going to press.

**Whitby** – East Division. Whitby's relief Tyne class *Owen* and *Ann Aisher* launched on service to the coble *Guide Me*, seven miles NNE of Whitby with a fouled propeller. The lifeboat towed the casualty into Whitby harbour.

**Flamborough and Bridlington** – East Division. Flamborough's 37ft Oakley class lifeboat *The Will* and *Fanny Kirby* and Bridlington's 12m Mersey class lifeboat *Peggy* and *Alex Caird* launched on service

by Coxswain John Catchpole from the casualty's quarter to try to pass a tow line, and on the fourth approach Second Coxswain Coleman jumped aboard the yacht with a heaving line and a tow line was finally secured.

In his letter the Chairman praises Second Coxswain Coleman for his actions in 'jumping aboard the casualty without concern for your own safety.'

The sails were hampering the tow of the trimaran so they were cut free by Second Coxswain Coleman, and the vessel with the two occupants was safely berthed in Lowestoft by 0415.



## Storm sweeps country

Continued from previous page

to a 'Mayday' made on CB radio, reporting a position 2 miles east of Flamborough Head. Rescue helicopter also scrambled. A thorough search of the area was made but nothing was found and the incident classed as a malicious hoax.

**Lowestoft and Gorleston** – East Division. Lowestoft's 47ft Tyne class lifeboat *Spirit of Lowestoft* and Gorleston's 44ft Waveney class *Barham* launched on service to the tug *Impulsion*, two miles north east of Lowestoft. The vessel had capsized and all three crew were recovered by Lowestoft's pilot boat.

**Newhaven** – South East Division. The 44ft Waveney class *Connel Elizabeth Cargill* launched on service to the RoRo ferry *Chartres* which had main engines failure. The casualty later re-started her main engines and proceeded at reduced speed. All units were stood down.

**Shoreham Harbour** – South East Division. Shoreham Harbour's Watson class *Joseph Soar* (Civil Service No. 34) launched on service to a red flare sighted 5 miles SSW of Shoreham, with a coastguard helicopter in attendance. The area was searched but nothing was seen. Classified as false alarm. All units stood down.

**Bembridge** – South East Division. Bembridge's 47ft Tyne class *Max Aitken III* was launched on service, with a helicopter, to a fishing vessel sighted drifting downwind close to No Man's Land Fort in the eastern Solent. The upturned hull of the vessel was located and after further enquiries by the coastguard it was discovered that the vessel had broken free from its moorings at Ryde, and no one had been on board. Classified as a false alarm and all units stood down.

**St Helier** – South West Division. St Helier's Tyne class lifeboat *Alexander Coutanche* launched on service to the French trawler *Antaeus*, eight miles west of Jersey with a fouled propeller. The obstruction was later removed and casualty proceeded on her way, escorted by the lifeboat for a short time.

**Exmouth** – South West Division. Exmouth's relief Brede class *Foresters Future* launched on service to a man who had fallen overboard from a dinghy off Starcross. While the lifeboat searched the area the coastguard

confirmed that the man had made his own way ashore. All units were stood down.

**Plymouth** – South West Division. Plymouth's 52ft Arun class *City of Plymouth* launched on service to a cabin cruiser, *Liza*, in danger of sinking at her moorings off Mashfords Yard. The casualty was taken from her moorings and assisted into Sutton Harbour. The lifeboat was then diverted to the yacht *Scheherazade* which had lost steering controls whilst in Clovelly Bay's marina. The casualty was towed to Sutton Harbour. The lifeboat was again diverted to another vessel, *Golden Venture* moored at Cattledown, where she landed a man.

**St Ives** – South West Division. The relief Oakley class lifeboat *Fairlight* launched on service to a coaster, *Biscay Pride*, which was dragging her anchor in St Ives Bay. The casualty had both anchors down and main engines running. Winds later moderated and the casualty moved clear of St Ives Bay towards Bideford.

**Barry Dock** – South West Division. The relief 52ft Arun class lifeboat *Duchess of Kent* launched on service to deck cargo pontoon *Jimmie Mac*, three miles east of Barry Dock with three of her four anchor cables parted. The lifeboat stood by until two tugs were able to tow the casualty into Barry Dock.

# Atlantic 21 saves exhausted yachtsman from breaking seas on lee shore

Helmsman Alan Clarke of the Hunstanton lifeboat has been accorded the Thanks of the Royal National Lifeboat Institution inscribed on Vellum, following the rescue of a yachtsman aground on a lee shore near the station on 2 September 1989 in complete darkness.

Reporting on the service Mr Tim Harrison, deputy inspector of lifeboats East division, said: 'Helmsman Clarke and his crew carried out a difficult and dangerous service in shallow broken water with great efficiency and fine seamanship.'

Thanks  
on  
Vellum

For their part in the rescue, crew members Victor Dade, Michael Wallace, Michael Darby and Stephen Garside will all receive Vellum Service Certificates.

Helmsman Alan Clarke already holds a RNLI bronze medal for the rescue of a boardsailor in March 1985, a bar to his bronze medal for landing an injured fisherman in February 1988 and a bravery testimonial on vellum from the Royal Humane Society for the rescue of a boardsailor, using the station's tractor, in December 1988.

The station first became aware of the situation at 1925 on 2 September 1989, when Hunstanton lifeboat Crew Member Victor Dade picked up a weak 'Mayday' message from the yacht *Sanchia* on his home scanner. He alerted Helmsman Alan Clarke and the deputy launching authority Allan Parker and after consultation with Great Yarmouth Coastguard, Hunstanton's Atlantic 21 class lifeboat *Spirit of America* was launched at 1935.

The wind was NNW, Force 5 to 6 with seas some 5ft to 6ft high breaking on the beach. Visibility was good in the twilight.



Once clear of the surf, the helmsman set a north-easterly course with all possible speed and the casualty was sighted at 1947, stuck on Thornham Harbour bar, beam on to the sea and rolling heavily.

At this time it was discovered that the

**'The lifeboat was grounding in the troughs and both engines cut out at times as they hit the sea bed'**

lifeboat's radio was jammed on 'transmit' and could not receive messages.

Assessing the situation, Helmsman Clarke decided that the best course of action would be to anchor upwind, veer down and try to tow the casualty clear. Great care and close concentration was required by the helmsman as the lifeboat's bow was lifted high by successive waves, covering the crew in spray.

A line was passed to the skipper of the yacht and on the third attempt he managed to grab it and secure it to the bow of the yacht. At this point, a Wessex helicopter from RAF Coltishall arrived and stood-by.

The line was let out to its full extent and a tow started, but only slow progress was made. During the attempted tow the lifeboat was grounding in the troughs, and both the port and starboard engines cut-out at times as

# Galway's Arun uses inflatable to snatch skin divers to safety from surf

Thanks  
on  
Vellum

Coxswain Pdraig Dillane and Crew Members Seamus Flaherty and Mairtin Fitzpatrick of the Galway Bay lifeboat have been accorded the Thanks of the Royal National Lifeboat Institution inscribed on Vellum following the rescue of two skin-divers in winds up to Force 10, shallow water and very heavy seas on 14 August 1989. The lifeboat's small 'Y' class inflatable was launched to reach the divers despite the severe conditions.

In his official report of the service Mr Jeff Mankertz, divisional inspector for lifeboats in Ireland, paid tribute to Coxswain Dillane's 'skill, seamanship and good sense' and to the 'courage and skill of crew members Flaherty and Fitzpatrick in the 'Y' boat in horrendous seas.' For their part in the rescue, Mechanic Bartly Mullen and Crew Members Michael Gill and David Beatty were awarded Vellum Service Certificates.

The first news of the incident came at 1130

**'Coxswain Dillane was well aware that this area of the coast shoaled rapidly...'**

on 14 August 1989, when Mr Coley Hernon, Galway Bay station honorary secretary, was informed by MRCC Shannon that two skin-divers were in the water at Doolin, Co Clare and could not get ashore due to heavy seas and a strong tidal stream.

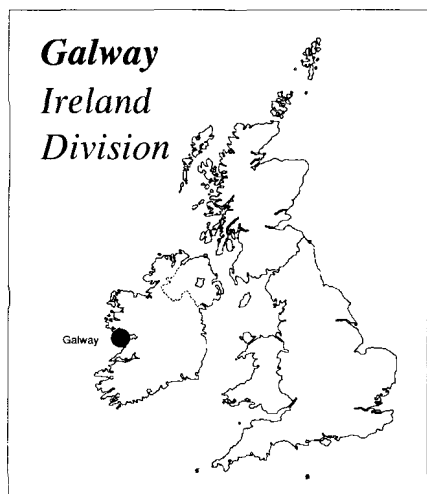
The crew pagers were activated and Galway Bay's 52ft Arun class lifeboat *Roy and Barbara Harding* slipped her moorings at 1155. With Coxswain Pdraig Dillane at the helm, the lifeboat made for Doolin, and at 1225, as the lifeboat approached Doolin Point, the coxswain was guided to the casualties by flares fired by a shore party.

Lights on the divers' hats could be seen, less than 500 yards offshore, and being swept north in sharply shoaling water.

The wind was west of south, Force 9 to 10, with a swell of 25ft to 30ft and waves up to 20ft high. Severe squalls so badly affected visibility that a helicopter sent from Shannon was forced to land at Doolin.

Coxswain Dillane was well aware that this area of the coast shoaled rapidly and this was confirmed by echo sounder readings which fell quickly from 120ft to 17ft. A heavy squall reduced visibility still further and obscured the radar to the extent that the coxswain prudently decided to heave-to until it had passed.

Taking into account the shoals and the



very heavy seas, Coxswain Dillane decided not to risk the lifeboat so close in shore and decided to launch the small inflatable 'Y' boat, manned by crew members Seamus Flaherty and Mairtin Fitzpatrick, to cover the 50 yards to the divers.

Riding on the back of a wave, the 'Y' boat reached and recovered the casualties. Seamus Flaherty manoeuvred the 'Y' boat skilfully back to the lifeboat in very heavy seas and the casualties were brought aboard and the inflatable was recovered, with some difficulty.

The divers were in a very poor condition having been in the water for more than 4 hours and required prompt medical attention.

As visibility improved, the helicopter was able to airlift the casualties from the lifeboat to hospital in Galway, where they subsequently recovered.

The lifeboat returned through heavy seas to Kilronan and was refuelled and ready for service once more by 1430.

**'The lifeboat shot forwards and both crew members received rope burns on their hands'**

they hit the sea bed and had to be restarted.

Suddenly a large sea, some 7ft in height, broke over the lifeboat, covering her in water. As the Atlantic shot forward the tow parted and Crew Members Victor Dade and Michael Wallace received rope burns on their hands.

It was decided that the survivor should be evacuated from the yacht, and the lifeboat was turned to make an approach downwind. As the bow of the lifeboat came alongside the casualty's port quarter on the first attempt three crew members grabbed the yachtsman and pulled him aboard the lifeboat. It was now almost completely dark.

The survivor, who appeared to be in a state of shock, was placed behind the helmsman and between two crewmen to give him the greatest protection. The helicopter which had been standing by could not communicate with the lifeboat because of the radio problem and had to transfer one of its crew to the lifeboat to confirm that only one person had been aboard the yacht.

The lifeboat made for the shore and reached the beach at Hunstanton at 2050. The radio was still inoperative and no communication was possible with the station tractor as the lifeboat came in for a net recovery. In the darkness, a large sea knocked the lifeboat and carriage off-course during the attempt, but quick thinking by the helmsman in throwing his engines full astern minimised any damage.

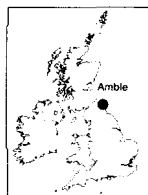
## Mine Host at Amble...

**When Amble's 44ft Waveney class *Margaret Graham* launched on 5 December 1989 to act as a safety boat for some RN divers about to explode a war-time mine she also found herself acting as a different kind of mother-ship - to a local bottle-nosed dolphin!**

**Worries had been expressed about the safety of the dolphin, which has made its home in Amble Harbour, and so after delivering the divers to the area of the mine *Margaret Graham* set**

**of for the harbour area to try to attract the dolphin's attention and keep him in a safe area while the 500lb mine was detonated.**

**The mission was successful, much to the delight of the spectators and the local media, and the dolphin found the lifeboat interesting for long enough to avoid giving him a severe headache.**



# Two lifeboats in rescue of fishing boat crew from foot of sheer cliffs



**Bronze Medal**

Coxswain Peter Race of the Teesmouth Lifeboat has been awarded the Institution's Bronze medal for bravery following the rescue of two men from the fishing vessel *Gang Warily* on 26 August 1989.

Acting Mechanic Christopher Jones of the Teesmouth lifeboat and Helmsman Rodney Thompson and Crew Member Peter Hodge of the Redcar lifeboat, which also took part in the rescue, have been awarded the Thanks of the Institution inscribed on Vellum for their part in the service.

The divisional inspector of lifeboats for the East division, Mr Tom Nutman, said that Coxswain Race showed 'skill and great courage in taking his lifeboat into 12ft breaking seas in the dark, and among rocks'. He added that Crew Member Jones 'showed great personal bravery in boarding and taking a small 'X' Boat into these same conditions.'

Referring to the Redcar lifeboat's part in the service he added that the service was 'carried out in conditions that were on the upper limit for an Atlantic 21, with the lifeboat only inches away from the rocks and potential disaster.' He also praised Crew Member Hodge for his 'great personal bravery in entering the heavy breaking seas.'

### Ashore

On 26 August 1989 Mr Ian Readman, the honorary secretary of Redcar Lifeboat station monitored a radio message that the fishing vessel *Gang Warily* had fouled her nets and was being driven ashore under Huntcliff cliffs. Contacting Tyne Tees Coastguard he asked them to activate the pagers for the Redcar lifeboat, and at 2051 the Atlantic 21 class lifeboat *Lord Brotherton* was launched.

The coxswain of the Teesmouth lifeboat had also been monitoring the same conversation, and the Teesmouth station Honorary Secretary, Mr Donald Helier, authorised the launch of Teesmouth's relief Tyne class lifeboat *Owen and Ann Aisher*, which left her slipway at 2056.

Both lifeboats encountered a NE Force 6 to 7 wind with heavy driving rain and poor visibility. Once clear of the shelter close inshore the Atlantic met large, confused and breaking seas which frequently filled the



boat and made constant attention to the helm and throttles essential.

The larger Teesmouth lifeboat was able to make full speed despite the conditions, with spray sweeping the length of the boat. Very little could be seen from the low-lying Atlantic in the driving rain and spray until, three-quarters of a mile from the casualty, the blue flashing light of the Coastguard's Land Rover could be seen on the cliff top.

The Atlantic came as close as she dared without entering the breaking seas, and by the light of parachute flares the crew could see the fishing vessel aground on the rocks under the sheer 360ft cliffs. The rocks cover at high water and there was no way for survivors to climb the cliffs.

With a NE Force 7 wind and a sea up to 12ft high breaking heavily over a large area there was no direct way to the casualty, so

Helmsman Thompson anchored and veered down to the fishing boat.

The lifeboat's searchlight picked out a survivor on the rocks, and it was obvious that help had to come from seaward, and that the rescue had to be completed before the tide covered the rocks.

About 120ft from the shore the lifeboat's port engine struck a rock, and it was impossible to go closer. Crew Member Peter Hodge volunteered to swim a line ashore and, half swimming, half swept by the seas, he reached the shore and found both crew men from the casualty. He held them tightly as the lifeboat crew hauled them back to the lifeboat. The time was 2130, and the Teesmouth lifeboat had arrived, adding her searchlight to illuminate the scene

When only some 45ft from the lifeboat the line snagged and all three men were pulled underwater. Crew Member Hodge was held underwater by the line around his waist, but released the survivors who were washed back ashore. He freed the line and was also washed ashore – without it.

With only three crew members left aboard the Atlantic Helmsman Thompson did not want to put another man ashore, so it was agreed that the Tyne should make an attempt. The crew of *Owen and Ann Aisher* prepared the small inflatable 'X' Boat carried aboard the lifeboat and a man from the Atlantic was transferred across to assist.

### Surf

The Tyne then re-entered the surf bow-first and eased towards the cliffs. The seas were breaking heavily over the stern of the 47ft lifeboat, and about 150ft from the shore Coxswain Race swung the bow to provide a lee for launching the 'X' Boat. The oars were soon knocked from Crew Member Christopher Jones' hands and the tiny boat was carried ashore by the wind and seas as the lifeboat crew paid out the line.

Once ashore Crew Member Jones took the three men aboard the inflatable as the coxswain edged the lifeboat closer still, the Tyne twice striking her steel bow on submerged rocks, and then eased astern through the breaking waves, pulling the inflatable to seaward. The heavily laden small boat went through the seas rather than over them, but the manoeuvre was successful and the inflatable was brought alongside the lifeboat so that the three men could be pulled aboard – a task accomplished at 2213.

Both lifeboats then moved outside the surf line to stow gear, and transfer the Atlantic's crew back to his own lifeboat ready for the passage back to station.

By 2240 the survivors had been landed at Teesmouth by the Tyne and the Atlantic had returned to the beach at Redcar. Both boats were then re-housed, the Atlantic being ready for service at 2320 and the Tyne by 2342.

The wreck of the fishing vessel *Gang Warily* pictured from the cliff top two days after incident – when the weather had moderated considerably.

The difficulties of carrying out a rescue in an onshore Force 7 wind with the whole area swept by 12ft breaking seas is only too apparent.

(Photo courtesy Ron Sotheran)



# Arduous service for two lifeboats called to Ro-Ro ferry in severe weather



Coxswain David Kennett of Yarmouth lifeboat has been awarded the Institution's Bronze medal for gallantry for the rescue of two men from a merchant vessel in winds gusting to hurricane force on 29 October 1989. Coxswain Kennett already holds the RNLi's Silver medal.

Coxswain Christopher Haw of the Swanage lifeboat, which had earlier stood-by and also lent assistance while the men were taken off, has been awarded The Thanks of the Institution inscribed on Vellum.

The Assistant Mechanic of the Yarmouth lifeboat, Brian Miskin, and Crew Member Joseph Lister will receive a framed letter of thanks from the Institution's Chairman and Second Coxswain David Lemonius and Crew Members Alan Howard, Stuart Pimm and Joseph Harwood will receive Medal Service Certificates.

Swanage lifeboat's Second Coxswain Nicholas Harris, Mechanic Michael Bonfield and Crew Members David Corben, Desmond Fitzgerald, Adrian Bird, Geoffrey Marsh and Paul Stockley will all receive Vellum Service Certificates.

## Rolling

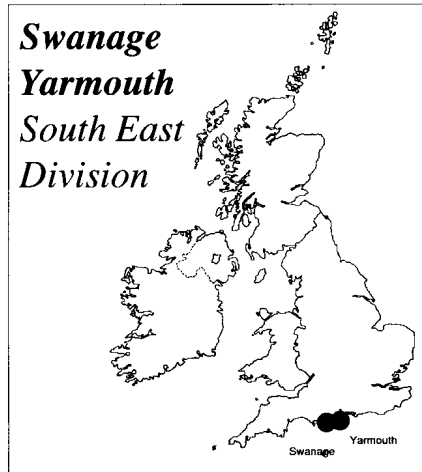
The incident began when Swanage's relief lifeboat *Horace Clarkson* launched at 1056 to a cargo vessel in difficulties three-and-a-half miles east of Peveril Point in a SW severe gale Force 9 with rain squalls.

Using her VHF radio direction finder the lifeboat located the casualty and at 1131 began to stand by the vessel, now identified as *Al Kwater 1*, a 495 tonne car ferry. She was listing to port and lying with both anchors down, rolling and pitching violently as she steamed ahead to keep head-to-sea. Her anchor cables were leading under the vessel and her cargo of cars was loose on deck.

The wind was SW Force 9 to 10 with very steep, breaking seas and a 20ft to 25ft swell. The ship was unable to weigh anchor and head for shelter because of the danger to the crew from the loose cars on deck, and the motion of the vessel.

By 1257 the weather had deteriorated further with gusts of 88 knots, hurricane Force 12. Visibility was poor and the lifeboat was constantly shipping water and spray. Waves were now more than 30ft high, and one picked the lifeboat up and carried her broadside some distance before the coxswain regained control.

The Yarmouth lifeboat had been alerted earlier as it was clear that a lifeboat would need to stand-by for some time and it was decided that she should relieve Swanage from the gruelling task. At 1316 the relief Arun



## 'She met a mass of breaking water and steep 20ft to 25ft seas'

lifeboat *Margaret Russell Fraser*, on temporary duty at Yarmouth, slipped her moorings and reached Christchurch Bay to meet a mass of breaking water and steep 20ft to 25ft seas throughout the passage to the casualty.

By 1510 she had taken up position astern of *Al Kwater 1*, and Swanage lifeboat returned to station having been standing by for more than three-and-a-half hours, constantly awash and severely buffeting her crew.

## Damage

The coxswain remained at the wheel while Yarmouth lifeboat stood by, constantly adjusting engine controls and helm as he stemmed the seas. In spite of careful boat handling the lifeboat received some damage, including buckled windscreens wipers and a fractured bolt on the wheelhouse door.

An hour later the coxswain decided that the lifeboat should make for Swanage as the cargo vessel was not in imminent danger and the crew would be better prepared to carry out a rescue if they were able to recuperate.

Overnight accommodation was arranged

Scenes from this rescue appear in the RNLi's latest film, 'A Good Job Well Done', released in May.

The spectacular night-time footage of the crew of *Al Kwater 1* leaving their ship was captured by a cameraman who was 'on call' at the Yarmouth station awaiting a suitable service – unaware that it would turn out to be a long, arduous and very dramatic affair.

for the Yarmouth crew in Swanage and some minor repairs were carried out.

However, at 0020 on 29 October both lifeboats were asked to stand-by again, and 20 minutes later *Al Kwater 1* reported that she now had engine problems and asked that the crew be taken off. Both lifeboats put to sea and a helicopter was also alerted.

Although the wind had moderated slightly to westerly Force 9 to 10, there were still heavy breaking seas and a 25ft south-westerly swell.

As the faster Yarmouth lifeboat approached *Al Kwater* her searchlight showed the vessel listing to port, lying broadside to the seas and rolling violently. As the coxswain edged the lifeboat close to the vessel's stern, while the crew of the casualty decided how to abandon ship, the lifeboat crew could hear her cargo shifting as she rolled.

## Stern

Finally the vessel's crew decided to rig a cargo net over a stern door, and the coxswain closed in. Both vessels rolled violently and collided as he fought to hold position while ranging up and down the casualty's stern.

At last the lifeboat crew saw a crew member from *Al Kwater* clamber onto the cargo net and virtually roll on to the lifeboat. He was helped aboard by crew members Lester and Miskin who had gone forward to haul the survivors aboard. The second survivor to disembark caught his foot in the net and fell below the level of the lifeboat's deck. Coxswain Kennett pulled the lifeboat astern and crew members Lester and Miskin hauled the man on board with total disregard for their own safety.

It then became known that a helicopter was on its way, so the remaining six crew members from the casualty decided to wait for its arrival. Yarmouth lifeboat took up a position to windward to act as a reference point and Swanage lifeboat, which had arrived 10 minutes after the Yarmouth lifeboat, moved to leeward to provide cover.

By 0212 the airlift of the six remaining crew members was completed and both lifeboats returned to their stations.

A photograph of Yarmouth's relief Arun class *Margaret Russell Fraser*, taken on this service from the Swanage lifeboat appeared in the Winter 1989/90 issue of THE LIFEBOAT.

Both stations were operating relief fleet lifeboats at the time and the caption to that photograph erroneously referred to the stations' regular lifeboats.

# A Good Job

These photographs of the relief Arun class *Margaret Russell Fraser* were taken in Christchurch Bay while filming for the RNLI's latest film was in progress.

The 30-minute film is titled 'A Good Job Well Done' and has been shot in England, Scotland, Ireland and Wales to take in virtually every aspect of the Institution and its work. Apart from breath-taking footage of lifeboats in heavy seas the cameras recorded the setting up of a new lifeboat station at Ballyglass in the Republic of Ireland and the naming ceremony in Thurso, Scotland when HRH The Queen Mother bestowed her name on the station's new Arun class lifeboat.

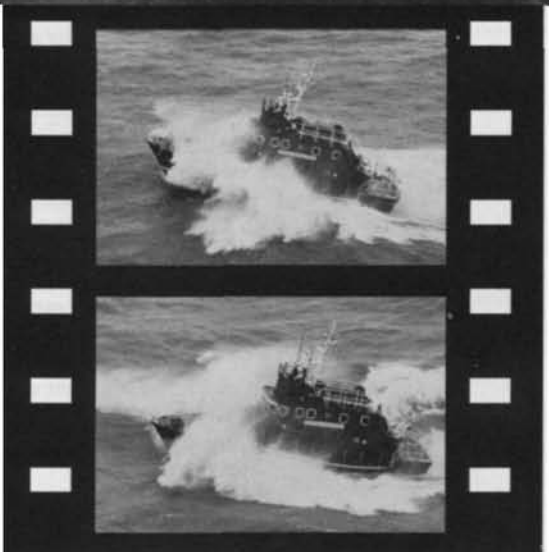
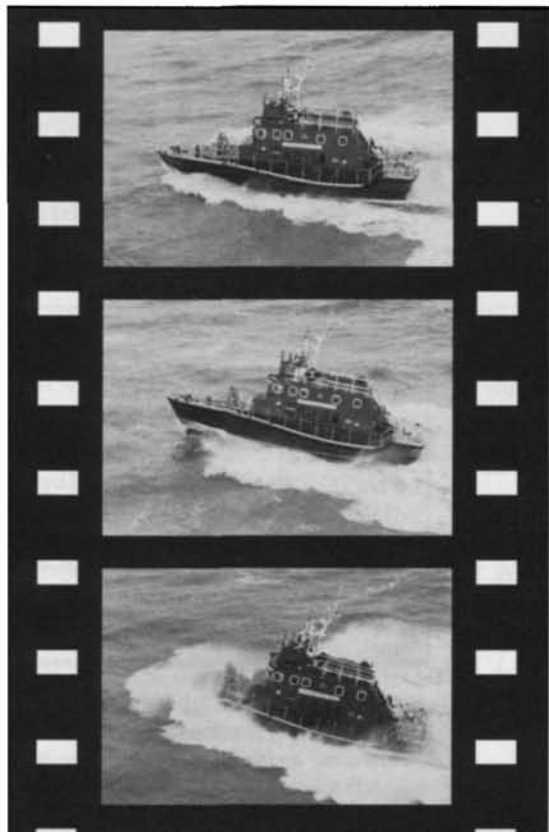
Malory Maltby, the film's producer, was also aboard *Margaret Russell Fraser*, which was on temporary station duty at Yarmouth (IoW), when she rescued two men from the Ro-Ro car ferry *Al Kwather I* in winds which reached hurricane force. Spectacular night footage of the survivors boarding the lifeboat forms part of the new film. Coxswain Dave Kennett was awarded the RNLI's Bronze medal for gallantry as a result of the service, and this is the first time in the Institution's 166-year history that a medal-winning service has been captured on film. (See *Lifeboat Services*, previous page)

Welsh actor Philip Madoc (who played the fictional lifeboat coxswain in the television series 'Ennals Point') gave his services to record the commentary and the sound-track includes 'Home from the Sea' composed by RNLI supporter Phil Coulter, who also wrote 'Puppet on a String' and 'Congratulations'.

The film was made possible by the generous sponsorship of Volvo Concessionaires, and follows a very successful two-year fund raising campaign involving UK Volvo dealers and RNLI volunteers.



All photos courtesy  
**Malory  
Maltby**



# Well Done



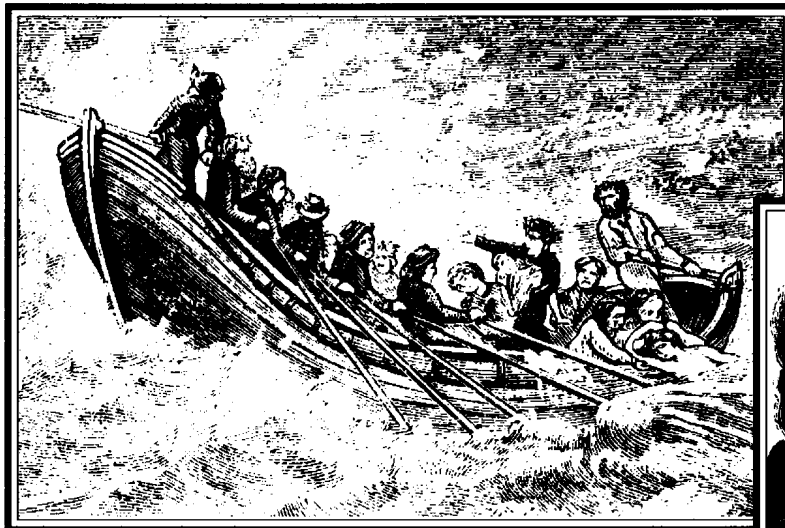
'A Good Job Well Done' will be available for hire to groups on 16mm film and VHS video cassette from the RNLI's normal source:  
Viscom Ltd, Unit B11, Park Hall Road Trading Estate, Dulwich, London SE21 8EL, telephone 01-761 3035. (From 6 May 1990 081-761 3035.)

Films and videos should be available from **May 1990**.

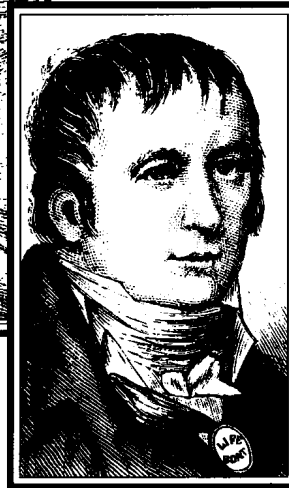


A Good Job Well Done was sponsored by Volvo Concessionaires

# From an *Original* idea...



The *Original* at sea and (right) Henry Greathead – from engravings in *THE LIFEBOAT*, 1880



by  
**Henry  
Greathead**

On Sunday, 15 March 1789 a ship, the *Adventure* of Newcastle, began the process which led to today's lifeboats.

*Adventure* was wrecked at the mouth of the Tyne while thousands of onlookers watched helplessly from the nearby shore as her crew dropped from the rigging into the sea. The disaster led the members of a private club, known as the Gentlemen of the Lawe House, to advertise a competition in a local newspaper to design a boat that could be used for saving lives from shipwrecks in dangerous seas. The prize was two guineas.

A number of entries were received and as a result the *Original*, generally considered to be the first lifeboat, was built by Henry Greathead and entered service in 1790

Greathead was born in 1757, and after an apprenticeship in boat building embarked as a ship's carpenter bound for the West Indies, or so he thought. The ship was, in fact, to be wilfully wrecked on the Goodwin Sands to defraud the underwriters, but the shrewd Greathead managed to avoid the disaster. The captain then took the ship to the French coast near Calais.

France was at war with England but Greathead's loyalty in contacting Lloyds with news of the intended fraud gained him the respect of the French, who allowed him to return. Greathead intended to establish his own boat-building business in South Shields but was somewhat delayed, by five years. Her Majesty's Navy press-ganged him in Portsmouth, but despite the hardships he studied ship designs and made models to work on when he returned home.

In 1784, back at South Shields he contacted Lloyds, who, impressed with his designs, sent him a donation to start his long-awaited business. For many years he worked on the designs, trying to build a boat able to ride safely in rough seas, with continuous encouragement and advice from the underwriters.

His big break came in 1789 with the *Adventure* disaster, and the competition which followed. Two members of the adjudicating committee, Michael Rockwood and Nicholas Fairles, had modelled a boat in clay based on the designs which they had received and Greathead, by this stage a flourishing boatbuilder, was entrusted to build the vessel, with slight modifications. The *Original* was born.

Costing £76 9s 8d to build, she was 30ft long and 10ft beam, rising sharply at both bow and stern, where there were cases filled with cork. These cases, a cork lining and a casing of cork along her gunwale, all served to give her buoyancy. There was no rudder but steering oars were provided at each end. Manned by a crew of 12, the *Original* was launched in 1790 and remained in service for 40 years, saving hundreds of lives near the mouth of the Tyne, until she was eventually wrecked with the loss of two of her crew.

**'of one thing there  
is no doubt –  
two centuries ago  
this year the  
*Original* began her  
life-saving work'**

Greathead went from one success to another. He had been voted £1,200 by Parliament; Trinity House and Lloyds each awarded him 100 guineas; he received 50 guineas and a gold medal from the Society of Arts, and the Emperor of Russia gave him a diamond ring.

Within 14 years he had built 31 lifeboats, paid for largely by Lloyds and the second Duke of Northumberland, which were manned and administered through local enterprise.

Henry Greathead died in 1813 and his memorial says that he is 'very generally... credited with designing and building the first lifeboat'. However his success had caused considerable bad feeling, and arguments ensued that were to rage for many years.

A tombstone in Hythe, Kent, reads 'This Lionel Lukin was the first who built a lifeboat, and was the original inventor of that principle of safety, by which many lives and much property have been preserved from shipwreck'. Travel northwards to South Shields and you will find another which bears the words 'William Wouldhave, clerk of this church and inventor of that invaluable blessing to mankind, The Lifeboat'.

So here the mystery begins. Who really was responsible for inventing the lifeboat?

Lukin was born in Essex in 1742 and was by trade a coach builder. However, he also designed boats to withstand dangerous seas and had received encouragement from the Prince of Wales, later King George IV. He had also patented his design for an 'unimmergible' boat, which had cork gun-

wales, watertight compartments in the boat, and hollow compartments in the bow and stern. An iron keel added to the weight and helped stability. In 1786 Lukin converted a coble which served for a number of years at Bamburgh.

Wouldhave, the other contender, was an eccentric parish clerk and singing teacher who had long been studying boat designs, particularly those with self-righting properties. His inspiration had come from a curved wooden dipper used to take water from a well. No matter how it was placed in the water the dipper always righted itself on surfacing.

His entry for the Lawe House competition caused him bitter disappointment. He won, but the judges decided to award him only half the prize money and Wouldhave threw down the guinea and walked away in disgust.

The three men and their designs remain the subject of considerable dispute, but of one thing there is no doubt – two centuries ago this year the *Original* began her life-saving work at South Shields and led, indirectly perhaps, to today's modern lifeboat service.



# Books ...

Some recent  
publications  
reviewed

## Mumbles Lifeboat

by Carl Smith, published by Sou'wester Books at £3.50  
ISBN 0 9515281 0 6



The history of the Mumbles lifeboat station is a long and gallant one, and the author has captured both the facts and the atmosphere in this well-illustrated, 60-page soft-back book.

Starting with the earliest attempts to found a lifeboat station in the 1830s Carl Smith takes the story through the triumphs and the tragedies of the years up to today's Tyne class lifeboat and her crew, all in a very readable style.

The safety of seafarers in the Mumbles area has not come lightly, and the author includes in his work the three tragedies which have afflicted lifeboats from Mumbles, and which have cost the lives of no less than 18 lifeboatmen. In 1883 the pulling and sailing lifeboat *Wolverhampton* capsized with the loss of some of her crew, and in 1904 the same fate befell *James Stevens No. 12* again with loss of life. Perhaps the worst tragedy of all, however, was in 1947 when the motor lifeboat *Edward, Prince of Wales* was lost with all eight of her crew when on service to the liberty ship *Samtampa*. Chilling photographs of the wrecked lifeboat and casualty bring home the dangerous nature of the lifeboatmen's work.

Mumbles lifeboat is a well-chronicled account of lifeboats and the community which they serve, and is of far more than local interest.

## The Story of the Holyhead Lifeboats

Written and published by Jeff Morris  
The prolific Jeff Morris continues his labour of love in documenting the lifeboat stations around our coast with this latest booklet in his 'The Story Of...' series.

In the familiar paperback formula and running to 26 pages of text, with an additional 16-pages of glossy black and white photographs, the author records the history

of the Holyhead and Trearddur Bay lifeboats from the first independently-funded boat of 1828 to the Tyne and inflatable D class which serve the area today.

Although unable, for obvious space reasons, to record every service carried out by the lifeboats Jeff Morris does examine many rescues in detail, the notable and the unusual, over the years.

Also fascinating is his research into the other stations in the area of his books, and in this volume we find the little-known Port Rhuffydd lifeboat station whose brief history stretched from 1891 to 1904, clinging to the shore of a tiny, isolated cove. It is typical of Jeff's enthusiasm and meticulous approach that he includes a photograph of the boat house as it is today – a mere 86 years after the last of the 14 lifeboat launches it conducted!

Holyhead was also one of the few stations to see a steam lifeboat in service, and once again Jeff has managed to unearth a historic photograph of the boat in Holyhead Harbour at the turn of the century.

As usual with booklets in the series the volume provides a fascinating insight into the workings of a particular lifeboat area with an appeal which extends beyond the geographical limits of the title.

The Story of the Holyhead Lifeboats is available from Mr. J. Sharpe, 31 Gwelfor Avenue, Holyhead, Anglesey LL65 1AT for £1.75, which includes postage and packing.

## Coastal Waters

A Small Appreciation  
compiled by David Pocknell, published by Lennard Publishing at £5.95

ISBN 1-85291-081-X

Seldom does a book elicit such consistency of response among those shown it for the first time as does Coastal Waters.

Without exception this diminutive, 5in by 5in anthology of verse and prose received a warm welcome, being variously described as 'charming' and 'delightful' as newcomers leafed through it, pausing to admire the small and beautifully-reproduced drawings, sketches and watercolours which illustrate each passage.

Perhaps this is not so surprising though, for Coastal Waters is the sequel to *Trees* – A Small Appreciation, which enjoyed a period in the top ten highest-selling non fiction books.

While the contributors are as varied as Gerald Manley Hopkins, Joseph Conrad and Rudyard Kipling, and every illustration is from a different artist and in a variety of mediums, the thread which links them all is the sea, and its many moods.



Although many of the passages reflect the more pleasant nature of the sea due deference is made to its angrier moods, and although no lifeboats appear in its pages the book does have strong RNLI connections.

One is the introductory page, which takes the form of a quote from Joe Martin, a former coxswain of the Hastings lifeboat: 'One day you'll be battling with fog for 22 hours, looking for survivors and just as you're frozen stiff and giving up hope you spot them. Just the look on their faces when they realise they're not going to die, that's enough.' A quote which stands alone and needs no amplification.

A second, and very practical, link is that a donation is being made to the RNLI for every copy of Coastal Waters sold.

## Also received...

### GENERAL INTEREST

**The Ships that Saved an Army**  
by Russell Plummer, published by Patrick Stephens at £17.99  
ISBN 1-85260-210-4

A comprehensive examination of as many of the 1,300 vessels which took part in the evacuation of Dunkirk 50 years ago as the author has been able to identify.

Comprehensively illustrated and with a three-page section devoted to RNLI lifeboats which participated.

### Submarine Torbay

by Paul Chapman, published by Robert Hale at £11.95  
ISBN 0-7090-3821-6

First-hand account of the submarine HMS Torbay's first commission in the Second World War under the successful but controversial Sir Anthony Miers.

The author, incidentally later an RNLI employee, was second-in-command during the events recounted.

### FOR THE YACHTSMAN

**Cruising Association Handbook**  
Editor Tony Brett-Jones, published by The Cruising Association at £39.75 for non-members, members £24  
ISBN 0 9503742 5 3

Seventh edition of the CA's comprehensive pilot, covering the UK and Ireland and the coast from Spain and Portugal to the south west Baltic.

Authoritative and informative, in a shorthand style, with many local charts.

### Marine Inboard Engines

by Loris Goring, published by Adlard Coles at £14.95

ISBN 0-229-11842-9

Guide to the care and maintenance of marine engines, with many line illustrations. Could be used to avoid considerable trouble at sea!

# Your Letters



## A bear thank you

Sir – I should like to thank everyone who has written requesting a personalized teddy bear, (Bear necessities, Summer 1989 issue).

The teddy bears are still available and the letters RNLI can be worked on the front of the jumper for non-boat owners if required.

**Mrs M. Woods**  
14 Broad Way, Hamble  
Southampton SO3 5HT

## Explosive stuff

Sir – Following your article in the Summer issue of the journal, 'Explosive Stuff', I raised the same question with Devon County Council concerning the licence fee for storing explosive flares at RNLI boathouses in Devon.

Unlike Cornwall, who were able to waive their fee, it seems that Devon's accounting is a little more costly – it will in future cost 5 pence per annum! I am also advised that this new rate will apply to all lifeboat stations in Devon.

**D. Garrett**  
Honorary Secretary  
Appldore

## Radio controlled kits

Sir – I was interested in the letter from T. Pearce of Cambridge 'On Cameras – and kits'. I have often wondered why there are no kits in any scale of any lifeboat. The only ones that are available are the white metal models featured in your catalogue.

A while ago I read in a copy of THE LIFEBOAT of someone who had built a radio-controlled model of a lifeboat. I would like to make contact with anybody who can give me information in obtaining a kit or plans of any lifeboat, from an inflatable to an Arun, that could be radio-controlled.

The reason for this request is that I fly radio-controlled model aircraft and the club I belong to, Croydon Airport Model Flying Club, puts on flying displays for various fund raising events and one of our members has a radio-controlled RAF Air/Sea Rescue helicopter.

To have a radio-controlled lifeboat working in conjunction with the helicopter would make an exciting item in our displays.

**C. J. Richardson**  
75 Park Lane, Carshalton  
Surrey SM5 3EE

## Matchbox series

Sir – A supporter of our branch has recently completed a mounted set of the RNLI matchbox series 'History of the Lifeboats', which is much admired.

He is missing certain of the series to complete a number of others which will be sold or raffled to raise funds for the Institution.

The missing numbers are as follows. He requires three of numbers 37 and 38, two of number 10 and one each of numbers 1, 2, 13, 26, 43, 47 and 48.

For any readers who are interested in the series, he has over 240 other matchboxes which are available for other collectors to complete incomplete sets.

**D. Spencer**  
Chairman,  
Teignmouth & Bishopsteignton Branch  
Laurel Cottage, Ideford  
Nr Newton Abbot TQ13 0AZ

## John & Naomi Beattie

Sir – In the Autumn 1989 issue of the journal there was an article on the *John & Naomi Beattie*.

My great grandfather, my grandfather, my father and two uncles were all members of her crew at one time or another. I am proud to be the daughter of a lifeboatman and to be part of a family, the Daniel family of Aberystwyth, who have been associated with lifeboats for many years.

It is with much regret I inform you that my uncle, Lewis Daniel, who was a member of the *John & Naomi Beattie* crew, when he was 16 years old, died on 22 January 1990, aged 80 years. The service took place in Aberystwyth with cremation at Shrewsbury.

My Uncle Lewis was also a member of the *Aquila Wren* and *Frederick Angus* crews.

**Mrs E. J. Beament**  
Poole, Dorset

Letters on all aspects of lifeboats and the RNLI are welcomed by the editor, who reserves the right to shorten or alter them as required.

Letters intended for publication should be marked clearly as such and addressed to:

**The Editor**  
THE LIFEBOAT  
Royal National Lifeboat Institution,  
West Quay Road  
Poole  
Dorset  
BH15 1HZ



**Windy old weather.** Newcastle, County Down, in a Force 9 to 10 south-easterly as the station's Oakley class lifeboat *Jane Hay* surfs into the harbour entrance at a speed considerably above that which her designer intended.

The photograph was taken on 20 January 1990 by assistant head launcher Clifford Moorhead



# Membership News

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

### A very active membership

The London Boat Show always gets our membership recruitment off to a good start for the year, and 1990 was no exception.

Our resident team of recruiters excelled themselves with 1,254 new adult members and 165 Storm Force members.

Well done, and thank you all very much for your time and effort in making such a successful start to a new decade.

At the close of 1989 active membership totalled 153,343 adults (25,690 Governors and 127,653 Shoreline members) with 9,187 individuals and 116 groups in Storm Force.

Overall, this represents the most significant annual increase in the last five years, and we continue to take encouragement from the response to advertising with, on average, some 200 new members each working day. At the end of February membership had reached 160,212 and 10,223 respectively with Storm Force groups up to 122.

The value of membership subscriptions also continues to increase and after two months activity with our Direct Debit/Covenant conversion campaign we can report a highly satisfactory 5 per cent response from members who have already received their renewal form this year. Thank you all for your support.

The membership of the RNLI is vital to its well-being, and not just for the financial support, important though that is. The membership provides a core of dedicated supporters who can work alongside the branches and guilds and stations to publicise the Institution's work in saving lives, reinforcing its voluntary nature and the need for support across the spectrum of the population.

Recruitment is our aim and we have an attractive leaflet and dispenser which will stand in your clubroom, whether it be a sailing club, a bowls club or your local social club, to encourage your friends to join our scheme.

If you can help, please let us know – a dispenser and 50 leaflets will be sent by return.

Meanwhile, if you cannot wait for your dispenser why not get a friend to fill in the coupon below, or a photocopy if you do not want to damage your journal.

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 \_\_\_\_\_

LJR1/90

### A Force to be reckoned with!

Membership of Storm Force has already been boosted this year by the new members enrolled at the London Boat Show at Earls Court in January and by more than 100 through a promotion by Barclaycard Profiles.

Following the success of last year's competition for members another one has been organised and will appear in the Spring issue of Storm Force News – with an expenses-paid trip to London for the Annual Presentation of Awards ceremony on 22 May as first prize.

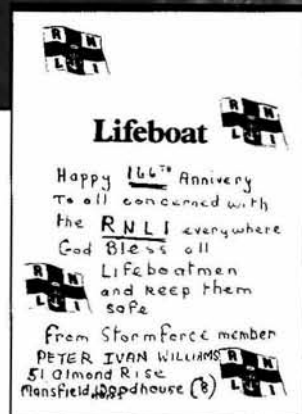
The lucky winner and his or her parents will be able to watch the ceremony in the Festival Hall and meet the lifeboat crews who are to receive their medals for gallantry.

They will travel in style too, for British Rail has very kindly donated the cost of first class rail travel to London for the winner and their parents.

Watch out for the competition in the current issue of Storm Force News, which only members receive.

If you know of someone under sixteen who would be interested in learning about the lifeboat service and all that is involved, why not use the special Storm Force insert in this journal to enrol him or her?

Or, if you would like further details, please contact Storm Force Headquarters, West Quay Road, Poole, Dorset BH15 1HZ, Telephone 0202 671133, ext. 239.



(above) Storm Force member Lilly Henley is intent on completing the Storm Force Treasure Hunt at the London Boat Show.

(left) The RNLI was 166 years old on March 24 and Storm Force member Peter Williams sent this special birthday greeting.

# If you are not a member why not join now?

## Naming and dedication

# Ceremonies

## Great Yarmouth & Gorleston – Atlantic 21 *Joseph B. Press*

The turnout was as good as the glorious weather for the naming ceremony and service of dedication for Great Yarmouth and Gorleston's Atlantic 21 class lifeboat *Joseph B. Press* on 23 May 1989.

The Mayor of Great Yarmouth Borough, Mr Jim Shrimplin, headed the civic dignitaries who honoured the event and members of the Manning Press family, donors of the rigid inflatable B574, were also well represented.

Named after a former Great Yarmouth skipper, the lifeboat was handed over to the RNLI by his great nephew, Mr David Manning Press, whose family lives now in Kent.

A service of dedication was led by the Reverends Colin Cooper, David Archer, Graham Licence and Father Tom Murray, representing the Church of England, Non Conformist and Roman Catholic denominations respectively.

Civic and church leaders, visitors and well-wishers were all welcomed to Brush Quay, Gorleston by station branch chairman Dr Ian Anderson, who also welcomed Commandant Vonla McBride, a member of the Institution's Committee of Management, who formally accepted the boat from Mr Manning Press before handing it into the care of the station.

The lifeboat was accepted by station honorary secretary Mr Neal Duffield. Mrs



Miranda Mannings Press, daughter of the donor of Great Yarmouth and Gorleston's new lifeboat, names the Atlantic 21 watched by Neal Duffield, the station's honorary secretary. (Photo Great Yarmouth Mercury)

Thelma Dowding, an honorary life governor and chairman of the Yarmouth and Gorleston Ladies' guild, gave the vote of thanks.

The boat was then named by the daughter of Mr David Manning Press, Miranda, before a demonstration launch where the Atlantic was accompanied by flank station

lifeboats and Great Yarmouth and Gorleston's Waveney class lifeboat.

The new lifeboat, which went on to have one of the busiest summers on record following the May ceremony, was put through her paces by Senior Helmsman Trevor Tucker and his crew.

## Relief fleet – D class

A new D class lifeboat provided by the Victory Wheelers Custom Car Club was handed over to the RNLI at the Poole depot on 15 December 1989.

The club began raising money for the lifeboat in 1983 by organising a Rod Run. The run, held at a campsite on Hayling Island, became an annual event, increasing in popularity each year, and over twenty Victory Wheelers were present when Mr Ray Austin, chairman of the club, presented the lifeboat to Mr Anthony Oliver, head of fund raising for the RNLI.

The service of dedication was conducted by the Reverend Stanley Holbrooke-Jones, Rector of St James' Church in Poole.

## Hastings – D class *Cecile Rampton*



Copy for inclusion in the Summer issue of THE LIFEBOAT must be received by 14 May 1990

## Macduff – Atlantic 21 *The Rotary Club of Glasgow*

On a 'dreich' day with ominous forecasts of storm force winds, which later the same day resulted in lifeboat launches, it was appropriate that the naming ceremony of Macduff's Atlantic 21 should be held in the shelter of the fishmarket, where some 500 people, many of them Rotarians, could more comfortably witness and participate in the occasion.

With music provided by the locally renowned Banff Academy School Band under the leadership of Mrs P. Burke, the gloomy weather was quickly ignored and the scene set for Pipe Major Hadden to precede the platform party through the avenue of youngsters from the uniformed organisations to their places at centre stage.

Opening the proceedings, Mr J. A. S. McPherson, CBE, JP, Lord-Lieutenant of Banffshire, first called on Mrs Jennings to unveil a plaque to the memory of friends and supporters of the RNLI who lost their lives in the Piper Alpha oil rig disaster. Following the tragedy monies intended for the lifeboat service were recovered from personnel's lockers and it was the wish of everyone concerned that this tribute should be made at a lifeboat station in the north east of Scotland. During the minute's silence which followed the unveiling many present reflected upon lost relatives and friends.

Having been so sadly reminded of the cost in human terms that the sea can exact from those who venture on it, the ceremony continued. Mr Archie MacCallum, a former president of The Rotary Club of Glasgow who had held office when the club so successfully raised the cost of the lifeboat in celebration of its 75th anniversary, handed the boat over to Mr Archie MacKenzie, Chairman of the Executive Committee of the Scottish Lifeboat Council and a member of



Macduff's new Atlantic 21 class lifeboat is put through her paces.

(Photo Andrew G. Taylor)

the Committee of Management. Mr MacKenzie in turn delivered the boat to the Macduff lifeboat station on whose behalf it was accepted by the honorary secretary, Captain Colin Bullen.

The service of dedication was led by the Reverend Randall and all present, being as involved with the sea as they were, appreciated the full significance of the moment.

The time duly arrived for Mr Graham Steele, current president of The Rotary Club of Glasgow, to name the lifeboat. Having accepted a framed photograph of the lifeboat

from a shy Emma Stewart, he presented a commemorative pennant and booklet to Captain Bullen before proceeding to take the quail of whisky formally proffered by the senior helmsman, Jim Allan, name the boat *The Rotary Club of Glasgow* and decant the liquid over the bow.

Following the ceremony, the lifeboat was launched and the two principal Rotarians experienced at first hand the capabilities of 'their' boat before joining the remainder of the guests for refreshments and the cutting of the christening cake.

## Relief fleet – D class

The combined fund raising activities of the Civil Service Motoring Association, Frizzell Insurance and Blakesley Village during 1987 resulted in the gift of a new 16ft D class inflatable lifeboat.

A further sum of over £8,000 has already covered the cost of equipment on the 47ft Tyne class lifeboat *Good Shepherd*.

At a special ceremony at the Poole depot on 13 December 1989, attended by Mr Colin

Frizzell, chairman, and other representatives of Frizzells, Blakesley Village and the CSMA, Mr Tony Richardson, director of the Civil Service Motoring Association presented the lifeboat to the Institution. She was formally accepted by Mr Anthony Oliver, the RNLI's head of fund raising.

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

The naming and dedication ceremony of the relief fleet D class lifeboat. Pictured from (left to right) are: Mike Pennell, staff officer (operations); Anthony Oliver, head of fund raising; Tony Richardson, director of the CSMA; and the Reverend Stanley Holbrooke-Jones.



The handing over ceremony of the new D class lifeboat at Hastings took place at the station on 29 November 1989.

Mr Joe Adams, chairman of the Hastings station branch, welcomed the guests at the ceremony, and the lifeboat, which had been donated to the RNLI by Miss Yolande Rampton in memory of her mother, Cecile Rampton, was officially handed over by Miss Rampton to Mr Anthony Oliver, the RNLI's head of fund raising.

The boat was then placed in the hands of the Hastings lifeboat station and its honorary secretary, John Heyes, and the Reverend David Grant, chaplain to the lifeboat, conducted a service of dedication.

Miss Yolande Rampton was then invited to unveil a commemorative plaque, after which she watched proudly from the beach as the new inflatable lifeboat was put through her paces.

(Photo Hastings Observer)

# Japanese Lifeboat centenary commemorated at conference

The Japanese Lifeboat Institution was founded in November 1889 and provides lifesaving cover at more than 400 locations around Japan. The lifeboat crews are volunteers with the same tradition of service as our own crews and since 1889 they have saved more than 187,000 lives.

In 1989 the Japanese Lifeboat Institution celebrated its centenary and it decided, in co-operation with the Japanese Maritime Safety Agency, to convene an Asia and Pacific regional seminar on maritime search and rescue – a previous seminar having been held in Japan in 1986 under the auspices of the International Maritime Organisation (IMO) – to promote discussion on the improvement of the provision and co-ordination of search and rescue services in the Asia and Pacific regions.

It is a great tribute to the RNLI that as RNLI Director I was invited to attend the seminar and to deliver a lecture on a search and rescue system which had been developed by an independent organisation – the Royal National Lifeboat Institution. All expenses for the seminar, including the cost of travel and accommodation were met by the Sasakawa Peace Foundation.

## Gold Medal

Various countries in the Pacific area were represented and much useful discussion ensued. At a formal reception, prior to the opening of the seminar, I was able to present an RNLI Gold medal and accompanying Vellum to the Chairman of the Japanese Lifeboat Institution to mark their centenary. In making the presentation I passed on the congratulations and greetings from everyone involved with the RNLI, which were most warmly received.

The Japanese Maritime Safety Agency (JMSA) was established in May 1948 for the protection of life and property at sea, and for the maintenance of maritime security. It is modelled on the United States Coast Guard and its maritime safety missions include search and rescue, maritime traffic safety, preven-

In July 1924, representatives from eight overseas lifeboat societies met in London at the invitation of the RNLI for a conference which was part of the RNLI's centenary celebrations. This was, in effect, the first formal International Lifeboat Conference, which have since been held every four years.

Among those at that first meeting in 1924 was Count Kozo Yoshii, President of the Imperial Japanese Lifeboat Institution. Since 1924 representatives of *Nippon Suinan Kyusaikai*, the Japanese Lifeboat Institution, and their colleagues from the Japanese Maritime Safety Agency have attended conferences regularly.

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## By Lt Cdr Brian Miles Director of the RNLI

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tion of pollution, hydrographic services and aids to navigation.

It is a sophisticated and obviously efficient organisation and its fleet of aircraft and vessels is extensive, including helicopter carrying patrol vessels and aircraft able to conduct surveillance and search and rescue activities over a vast area.

It is essential that the JMSA and JLI cooperate closely, and the relationship between the two organisations, one a Government agency and the other funded independently seems to be excellent.

Our Japanese hosts organised a memorable week for their visitors, with many opportunities for official discussions and formal visits, interspersed with excellently organised sightseeing trips and free time to experience the unique character of Japan.

In sightseeing terms, the highlight of our visit was a flight from Tokyo to Takamatsu on the Island

of Shikoku, the smallest of the four main Japanese islands.

We flew to Takamatsu to see the recently-commissioned and extremely efficient *Bisan-Seto* Maritime Traffic Advisory Centre, which co-ordinates the movement of shipping traffic through the narrowest part of the Japanese inland sea.

Following this official visit the famous Japanese bullet train took us for a day's sightseeing in Kyoto before returning to Tokyo on the following day, again by bullet train.

There was so much to see and do during a week's visit to Japan and inevitably an impression is formed of an efficient country with hard-working and dedicated people. There are other abiding memories, including the splendours of Kyoto, the ancient capital of Japan, and the sight of Mount Fujiyama viewed from the air, from the bullet train en route to Tokyo and from the centre of Tokyo itself.

## Respected

However the most abiding memory was the warmth of the welcome extended to my wife and me, and indeed to all the visitors. However, it was not only the personal welcome which was so much appreciated but also the satisfaction of knowing that the Royal National Lifeboat Institution is so well-known and obviously respected, both by the Japanese Lifeboat Institution and the Japanese Maritime Safety Agency.

We are recognised by our Japanese counterparts as being the oldest lifeboat service in the world and it was made clear to me that the traditions and service of the RNLI have, in some measure, provided inspiration to our colleagues in Japan in the development of their own rescue services over the last one hundred years.



# The Fund Raisers

## Sponsored launch



## In brief

A GENEROUS donation of £500 has been received from JAVA (the Jaguar, Alacrity, Vivacity Association) which is affiliated to the Royal Yachting Association.

AFTER Fort William and District branch invited the Lochaber Yacht Club and the Fort William Round Table to be represented on the branch committee, a cheque was received from the yacht club. Mr Colin Westland-Garnett, president of the branch, was then invited to give a talk to the Round Table – where he was presented with a cheque for £875. A fine start to the New Year.

A BURNS Night supper organised by Wally and Julie Kasprak of The Royal Oak in Chingford raised a total of £270.43 for the North Chingford branch.

AT ITS AGM in January the Lochgoilhead branch announced a spectacular 25 per cent increase in its fund raising. The remote and beautiful village in Argyll, with a population of around 350, raised £1,450 from a bingo evening, a model boat race and a sponsored walk.

THE 26TH ANNUAL coffee morning held by Mrs Christine Pickstone of the Birmingham branch raised over £200. The annual ball organised by the branch raised £2,540 and a collection organised by Mr G. Cope at the Hall Green Greyhound Stadium realised £81.89.

A TOTAL of £9,622 was raised by Lyme Regis Ladies' guild during Flag Week last year. Among the many events were a banquet, fireworks display, air force and naval helicopter demonstrations, band concert, barbecues plus the sale of car draw tickets which raised £2,899.

Sharon Kirwan and Elizabeth Lynch are pictured presenting a cheque to Paddy Hodgins, honorary secretary of Clogher Head lifeboat station for the 'sponsored launch' of the lifeboat.

The money was raised by students of Drogheda Grammar School who held a non-uniform day at the school and raised £160.

Clogher Head branch has recently formed a new fund raising committee and one of its plans is to seek twelve local firms, shops or pubs to sponsor the station's monthly lifeboat exercises for the coming year. The Grammar School sponsored the first launch.

*(Photo Drogheda Independent)*

## Grand news!

Mobil Marine Sales has recently presented a £1,000 cheque to the Institute of Marine Engineers towards its centenary campaign to raise £200,000 for the RNLI.

The Institute of Marine Engineers has raised more than £137,868 towards its £200,000 target, which will go towards the cost of a Mersey class lifeboat.

## Twice as much!

An open day organised by Benfleet Motor Boat and Yacht Club in aid of the RNLI raised £800, twice as much as in 1988.

A visit from Southend-on-Sea's Atlantic 21, an auction of goods donated by local firms, pony rides, bouncy castle, barbecue and all the fun of the fair (including a beer tent!) all helped to raise the record amount.

A cheque was presented by club officials Brian Lambourn and Cyril Sadler to Sarah Halls, area organiser for the Eastern region.

## He came, he sawed...

Among the attractions at a Country Fayre organised by Wootton Bassett branch were two steam engines demonstrating wood sawing.

Ex-forester and branch member Mr Sayce operated the smaller engine which drove a logging saw. Although it was the first time he had used a steam engine he soon reduced a pile of cordwood into logs.

The Fayre was held in the grounds of Fox Mill, Purton, the property of Mr Hamish Orr-Ewing, president of the branch, and raised £576 for the RNLI.

One of the prime movers of the successful country fayres was the late Geoff Shakerley, who died suddenly last Autumn, and without his enthusiastic efforts the branch feels that it is unlikely to organise further fayres.

## Branching out

The first year of activities for Nuneaton and District branch, which was formed in January 1989, has proved very successful.

The flag day raised just over £600 and other fund raising events included a coffee evening, stalls at Nuneaton carnival gala and Caldecote Steam Fair and the local ASDA superstore raised over £500 with a stall in its main foyer.

The branch was very pleased to raise £2,800 in its first year, and 1990 has started well with a flag day which raised £770 from a collection and a charity stall.

## Hitting the right note!

Buckie lifeboat crew had a smashing time when Ian Rennie, chairman of Buckie branch, hit on the idea of a sponsored piano push – at the end of which the poor piano was to be reduced to matchwood and passed through a four-inch diameter hole.

It was left to the lifeboat crew to do all the hard work! Two teams of three men took turns to trundle the piano a mile along Great Eastern Road to the lifeboat station. At the halfway mark the piano fell off the trolley but it was quickly replaced and the journey completed in 14 minutes 29 seconds.

The piano was then taken to its final resting place on the pier where the crew set to and reduced it to pieces, feeding the pieces through the four-inch hole. More than £150 was collected for lifeboat funds as a result.

## Collectors give

The small Cambridge office of the Collector of Taxes operates a charity fund, and raises money for various charities by providing and raffling items among the staff.

The treasurer of the fund, Hazel Layton, is a Shoreline member and, much to her delight, it has been decided that the RNLI should also benefit from their fund raising efforts. A cheque for £50 has been forwarded to head office.

## The Fund Raisers Continued

### Mrs Marmalade

During her nine years as a member of the Sennen Ladies' guild, Mrs Marjorie Nicklin, known locally and to visitors as 'Mrs Marmalade', has made more than 6,000 jars of marmalade, to be sold to raise money for lifeboat funds.

She also knits woolly hats and tea-cosies, works three days a week on the souvenir stall at the Sennen lifeboat house and sells raffle tickets for the Volvo car draw at Land's End.

In recognition of all her hard work a framed certificate of thanks has been awarded to 80-year-old Mrs Nicklin.

### New money for old

Advertising in *Motor Boat and Yachting* resulted in Mr D.L. Dyton of Thorpe Bay selling a collection of old issues of that magazine for £50. He then kindly sent a cheque for this amount to the RNLI.

## In brief

A LIFEBOAT cake was first prize in the raffle held at a fund raising barbecue organised by **St Albans and District** branch and held at the home of Mrs Thelma Willcox, whose sister made the cake.

FORMED two years ago, **Corby** branch has seven hard-working members. Throughout last year several events were organised, one of the most successful being a sponsored Lyke Wake Walk led by John and Dorothy Malcolmson. John is honorary treasurer of the branch and the walk raised £317.

THE DICKENSIAN Singers raised £250 for **Liskeard and District** branch by singing carols and songs in local restaurants and inns in Liskeard over the Christmas period.

ANOTHER tale of Christmas cheer took place in Edinburgh when the **Edinburgh Ladies'** guild took the opportunity of the free use of shop premises in the centre of the city. Thanks to the generosity of the proprietors the ladies were able to open for the sale of RNLI Christmas cards and gifts over a period of seven weeks. A small army of volunteers saw their efforts rewarded when they realised an income of £18,000, which included £1,750 from a raffle run in conjunction with the sale of goods.

THE ANNUAL autumn party held by **Woodbridge and District** branch at Woodbridge School in November raised £811. A most interesting talk, illustrated with slides, was given by Commander Burley on the Combined Services expedition to South Georgia and the 150 guests enjoyed wine and refreshments, taking generous advantage of the souvenir stall, a raffle and auction of the beautiful floral decorations provided by the ladies of the **Woodbridge Flower Club**.

## Prizes galore at the Mermaid Ball



This masterpiece of chocolate confectionery floating on a sea of blue icing and donated by Thorntons, was just one of many prizes in a 'short odds' raffle held during the 1989 Lifeboat and Mermaid Ball which was held at the London Hilton last December.

Among the other prizes were a luxury holiday for two in New York, which had been donated by Cooksons America, and a Flyer 5 powerboat donated by Beneteau UK with a Mariner outboard donated by E. P. Barrus and a trailer donated by Bramber

The chairman of the ball, Miss Gavia Wilkinson-Cox, said afterwards that the event, which raised some £90,000, 'fully achieved its dual objectives of fund raising and fun raising'!

The evening began with a fanfare from the Trumpeters of the Lifeguards and continued with dancing to the Tony Charles Steel Band and the Pasadena Roof Orchestra. Among the 850 guests were Mr Michael Vernon, Chairman of the RNLI, and Colin Moynihan MP, Minister of Sport.

● Four tickets to the ball were the first prize in the RNLI/MacMillan caption competition, won by David Sharp. Part of the proceeds from the sale of the 1990 MacMillan Nautical Almanac will fund the purchase of a D class inflatable lifeboat.

### Reliable Reliance

A cheque for £10,000 has been presented to the RNLI by Western Geophysical/Shell UK. The money was raised during a safety campaign involving crew members of the research vessel *Western Reliance* and will be used to cover the cost of the radar and echo sounder fitted to the Tyne class Teesmouth lifeboat *Phil Mead* during her recent survey.

The donation had been made possible by the joint support of Western Geophysical, owners and operators of *Western Reliance*, and Shell UK Exploration and Production.

A safety incentive scheme for the crew of *Western Reliance* led to an accident-free record during the contractual period with Shell Expro in 1989. During this time, from March to September, *Western Reliance* was engaged in seismic survey work in the North Sea and, despite the harsh environment and the complex nature of their operations, the crew achieved their objective of 'no lost time

incidents' during the period of the contract with Shell UK.

At a ceremony on board a lifeboat at the RNLI's depot quay, Mr J.G. Saltamachia, vice-president of Western Geophysical, presented the cheque to Peter Race, coxswain of the Teesmouth lifeboat and Donald Hellier, station honorary secretary.

### Lots of potential

Members of the Potential Officers Wing, RAC Training Regiment, at Caterick Garrison visited Whitby lifeboat station last October to hand over several cheques totalling £3,024.

They represented the total money raised from their 46-mile 'walk', which is part of the training at the end of every course.

Regular visits have been made to the station since 1979 and over £31,895 has been presented to Whitby branch in that time.



## It pays to advertise

Last autumn, staff of the RNLI's advertising agency, Brookes & Vernons, were invited to 'put their money where their copy was' and take part in a sponsored swim in aid of RNLI funds.

The RNLI account manager, Peter Wright, took part himself and persuaded his colleagues in the company's London and Uttoxeter offices to participate or sponsor those who did.

If '£6 Buys him a pair of boots' then this event would have bought almost 167 pairs, for, with a top-up donation from the company, a total of £1,000 was raised.

## Once round down-under

'Pioneer' fund raiser Brian Lodge of Farnborough has raised £1,060 for the Swanage lifeboat appeal with a sponsored 10,000 mile charity drive around Australia.

Brian and his co-driver, Ray Best, flew to Perth, Western Australia, last August to arrange the hire of a vehicle tough enough to take the punishment of the 'roads', many of which are little more than dirt tracks.

They then headed north to the Northern Territory, stopping at Ayers Rock and Alice Springs. Then on to Cook Town and the Great Barrier Reef before driving back through Western Australia to arrive in Perth four weeks after leaving.

Brian is a regular of the Fir Tree public house in Farnborough which has been raising money for the RNLI since 1987. To date they have raised more than £2,500, and it was at the pub that former 'New Seeker' Lyn Paul presented Brian's money to John Owen, area organiser for the southern region. It was Brian's wish that the money be donated to the Swanage lifeboat appeal. Co-driver Ray Best also raised more than £750 for the Cancer and Leukaemia in Children Trust.

## Diesel donation

While on temporary station duty at Barry Dock, fuel for the Arun class lifeboat *Duchess of Kent*, was provided by the local Provincial Grand Lodge, South Wales Division of Freemasons. A cheque for £1,500 was presented to Dr David Stephens, chairman of Barry Dock branch by Malcolm Thompson, secretary of the Provincial Grand Lodge.

The United Grand Lodge of Freemasons of England had funded the lifeboat and it is planned that wherever she is stationed on relief duty the local Masonic Lodge will be encouraged to provide support in a similar vein.

## Bowled over

Twenty-nine second form pupils and six staff from the Latymer School, Edmonton took part in a sponsored 10-pin bowling event at Stevenage Bowl, and raised £175.69 for the Enfield lifeboat club branch. The evening finished with a meal at McDonalds.

## Cadets pull it off!



Edinburgh Beatty Sea Cadet Unit have for many years been energetic fund raisers on behalf of the RNLI in Scotland.

Last year they undertook a sponsored boat pull in their ASC class dinghy along the full 22 miles of Loch Ness – and raised a splendid £850.

The unit drove to Inverness for an overnight stay and then rowed from Fort William to Drumnadrochit on Saturday, finishing the row on Sunday, somewhat tired and blistered but very pleased with their achievement.

## Up and away

In October last year Derek Williams and Steve Guscott, helmsmen of the Minehead lifeboat, took part in a sponsored 'jail break' from Shepton Mallet prison, an annual event organised by the Somerset Association of Boys' Clubs. Derek and Steve entered as the team representing Minehead lifeboat crew.

With a bit of planning and sponsorship the slippery pair managed to reach New York within the 12 hour deadline! Having broken out of prison at 9am they made their way to Heathrow Airport, connected with an Air India flight to New York and were circling over J.F. Kennedy Airport at 9pm our time.

Steve, who is a police officer, had made contact with the airport police in New York to explain what they were doing, and on their arrival were met by two New York 'cops' and given VIP treatment.

Steve and Derek spent 24 hours in the city and managed to take in some of the sights before returning to England. They also managed to raise £1,100 in sponsorship, divided equally between the Boys' Clubs and the RNLI and won two trophies, one for the furthest distance travelled and the other for the highest amount of sponsorship raised.

## In brief

ROMFORD Brewery Social Club have long supported the RNLI and earlier this year presented £618.20 to Romford branch, the results of a sponsored shave and a New Year's Eve raffle.

AN OPEN Day organised by the **Northampton Ladies'** guild raised a record £2,000. Local artists and traders set up an enticing variety of stalls at the home of Mrs Dee Kennedy, offering handmade toys, cakes, pottery, clothes, books, wine, and souvenirs – accompanied by sherry, coffee and a raffle. A MODEL of a Tyne class lifeboat, 16ft long and made by David Alderman, box secretary of Ryde branch, has been used at many fund raising venues on the Isle of Wight, helping the branch to increase its income which last year totalled a splendid £8,936.

MEMBERS of the **Boston Spa Ladies'** guild celebrated the guild's 25th anniversary with their most successful fund raising function. An impressive £3,750 was raised at an anniversary ball at the Crown Hotel, Harrogate when 212 people danced the night away to Willie Hirst and his Band and the North Yorkshire Disco. A guest of honour was the guild's first secretary, Mrs Audrey Lane, who presented the raffle prizes.

THE BRITISH Motor Yacht Club (Sailing Section) has for the last three years organised a sponsored six hour endurance race in aid of the RNLI, and in 1989 they raised a record £1,111. A cheque for this amount was presented to the **Twickenham and District** branch.

AN AUCTION of promises by **Alderney Ladies'** guild raised almost £4,000. The result is truly remarkable as Alderney, one of the Channel Islands, has a very small population and the event took place out of the holiday season.

### Banking on their support

Nigel French, a member of the Fareham branch committee, persuaded his friends and fellow employees from Barclays Bank in Romsey to help him with a 55-mile sponsored cycle ride around the Isle of Wight and raised £754 for lifeboat funds.

### Leap into the unknown

Members of the West Midlands Police Special Constabulary from Solihull police station decided that their sponsored fund raising effort for 1989 would be rather different... which partly explains why 12 Special Policemen in full uniform were seen leaping into the sea from Tenby lifeboat.

They were hauled out by crew members standing by in the station's D class lifeboat. A Force 6 wind and a resulting choppy sea made the daring deed even more 'enjoyable' and a total of £1,700 was divided equally between a local hospital appeal and Tenby branch.

### Young walkers

William Dunsmore of Little Witterham and George Bowman from Bristol undertook a sponsored walk along Hadrians Wall last summer and raised a splendid £1,371 for the Days Lock Island branch.

The two 13-year-olds were pupils of Cothill House School in Abingdon at the time of the walk.

### Aldeburgh aid

Aldeburgh Ladies' guild raised a magnificent £50,000 last year, which covered the cost of new equipment for the station's Rother class lifeboat *James Cable*. This included the radar and depth sounder and also a refit.

### Aphrodite dive



Members of the Episkopi Sub-Aqua Club in Cyprus held a sponsored dive from Aphrodite's Rock, near Paphos to Tunnel Beach, Episkopi, a distance of 15 nautical miles, and raised just over £1,000 for lifeboat funds.

### Customary support

When Mr Kenneth Seel, a resident of the Ffynonwen guest house in Aberporth, Dyfed, died shortly before Christmas his son, Tom, who lives and works in Japan, visited for the funeral. He presented the Cardigan branch with a cheque for £73 in lieu of flowers in his father's memory.

However it is apparently the custom in Japan for relatives and friends to help towards the often heavy cost of funeral expenses, and to receive gifts to the value of half their contributions in return. When he arrived back in Japan Tom found that the Japanese custom had been applied – and as a result the Cardigan branch was presented with an additional cheque for £488.

### Safe Shells on the seashore

For every accident-free month Shell Tankers (UK) donates £1,000 to the RNLI. Last year there were two such months and a cheque for £2,000 was presented to the Institution by managing director R. Davies.

## In brief

NEWBIGGIN Middle School presented a cheque for £300 to **Newbiggin** branch. The money had been raised by the school children in a variety of ways during 1989.

A SPONSORED Golf Day, organised by the ladies' committee of the **Chiltern** branch, was held at Beaconsfield Golf Club in October and raised a splendid £1,085.

THE ENTHUSIASTIC and hard working members of **Workington Ladies'** guild raised a record £8,260 last year, £1,772 of which came from static collecting boxes in and around the town.

AN INCREASE in the fund raising efforts of **Worthing** branch last year resulted in a record £18,702 being raised.

THE SMALL **Watford** branch was very proud to raise a terrific £8,300 last year, £1,931.58 of this from the sale of souvenirs.

AN UNUSUAL Italian Evening at the home of Mr and Mrs Marsh raised £355 for **Withernsea Ladies'** guild. A coffee morning at the Victorian Tavern raised another £329.

## The things people do!

### One...

Dear Sirs,  
Please find enclosed cheque for £30, being the amount raised as the result of a bet at our office Christmas party – I had to wear a pair of exotic knickers on my head all the way home.  
Yours, with good wishes,  
P. G. Greeving

*(We resisted the temptation to include this item in the 'In Brief' section - Ed)*

### Two...

Dear Sirs,  
Two of my locals at the Horse Shoe Inn, 'Norty' Williams and Phil Davies bet me £50 each that I wouldn't dare wear 'Drag' on Christmas eve. Not one to miss an opportunity to raise money for the RNLI I took them up on their bet. The enclosed

*(Sorry we couldn't publish the photo, it's the barmaid you see... Ed)*

photo shows the three of us, together with a very game barmaid. I'm the one with the dark hair! A very successful evening – resulting in a cheque to Fleetwood Station for £245.  
Yours faithfully  
Phil Hindley, Licensee

# News from the Appeals

## Lincolnshire appeal

On a cold, blustery January day one foundation stone for the new Skegness lifeboat station was laid by the Mayor of Skegness and ex-coxswain, Councillor Ken Holland, and another by Mr Jack Roughton, chairman of the Lincolnshire lifeboat appeal committee.

A major donation by Mr John Van Geest funded the cost of the lifeboat and it is likely that by mid-summer the appeal will have reached its second target, the funding of the boathouse, and hopefully also have enough funds for the launching carriage.

Lincolnshire people will then have completely funded the updating of Skegness lifeboat station by contributing more than £500,000.

Support has come from all quarters, county branches of Rotary, Round Table and Lions, sailing clubs, ladies' guilds and individuals.

Nigel Dixon, landlord of the Lincolnshire Poacher pub in Louth organised a 'fun day' and raised more than £2,000, and one enterprising supporter has started a 'buy a brick' project with ordinary bricks costing £2 and 'platinum' bricks £20.

Well-known artist David Waller produced an oil painting of a country scene depicting The Poacher which was donated to the appeal. The original painting has been sold, but a limited edition is available, with all sales proceeds going to the appeal.

## Shoreham harbours an appeal

The Shoreham Harbour lifeboat appeal was launched last September to raise funds for a new Tyne class lifeboat at Shoreham Harbour.

More than £100,000 has been raised so far by many stalwart supporters, one of whom is Jenny Kent, landlady of the Inn on the Prom. She and her customers have supported the RNLI for many years and recently added £1,000 to the appeal. The money was raised in a variety of ways, culminating in a tug of war – and 'her lads' are so enthusiastic that they are planning a 'bus pull' to raise even more money.

Other supporters are the men and women serving with the 3rd Battalion The Queen's Regiment in Northern Ireland who have raised more than £7,000 for the appeal.

The original target for the Battalion was £5,000, but this was far exceeded by the enthusiastic efforts of the soldiers who gave up their own free time to take part. Among the varied events organised to raise the cash was a concert, a sponsored assault course and a 200-mile sponsored march across Kent and Sussex last year.

The battalion was formerly the 1st Battalion The Royal Sussex Regiment and still maintains strong links with the county, with many of those serving in its ranks coming from Sussex.



Councillor K. J. Holland, mayor of Skegness and a former coxswain, and Jack Roughton, chairman of the Lincolnshire appeal, lay foundation stones for Skegness's new lifeboat station. (Photo Bob Lawrence)

## Derbyshire is close to Devon

Since the launch of the *Spirit of Derbyshire* appeal last June more than £220,000 has been raised towards the funding of a new Mersey class lifeboat to be stationed at Ilfracombe in Devon.

At a recent fund raising dinner and dance a cheque for £4,000 was presented to Colonel Hilton, president of Chesterfield branch, and Mrs Hilton, chairman of the appeal.

The money was raised by branch members and supporters and was their first contribution towards the appeal.

John Harrison, chairman of the Shoreham appeal committee, holds the cheque for £7,000 presented to the appeal by the 3rd Battalion The Queens Regiment at a ceremony held at the station's boathouse. (Photo Beckett Newspapers)



## Frantic tour of France

A charity treasure hunt in France took place last year in aid of the RNLI and the NSPCC.

Organised by Frantic Tours of Wheathampstead in Hampshire, 15 teams embarked at Dover to spend a weekend dashing around the French countryside in search of treasure.

The teams were given the questions and maps on board the ferry and frantically began to plot the grid references – the object was to answer as many of the 111 questions as possible using the grid references to find the correct route.

The weather was superb and the French countryside at its most picturesque as the route wound its way down tiny deserted country lanes – where locals were puzzled by British cars often passing in opposite directions on the same road, hopelessly lost!

Four competitors failed to arrive at the Saturday evening check point and were awarded a trophy as winners of the 'Help, I'm hopelessly lost award'. When finally tracked down they were within a mile of the finish and parked next to a 'you are here map'!

Sunday was spent careering across parts of France that only the French see, and after lunch it was a rush back to Calais to catch the ferry. The treasure (two cases of typically French things) was awarded to the team who answered 98 questions correctly.

The event raised more than £1,500 and a cheque for £761.23 was sent to the RNLI.

Last date for copy for the Summer issue of the Lifeboat is 14 May 1990

### Three into one

The West Mersea lifeboat station has benefited from donations to the tune of £3,264.60 in the form of three cheques:

Dengie and District Gardeners Association presented £1,200 to the station, the proceeds of its annual sale of garden produce. A cheque is presented annually, each year so far setting a new record.

The Mersea Island Ladies' guild realised a further £1,314.60 from a variety of fund raising events over the year, and their efforts are very much appreciated by the station.

A sponsored 15 mile walk around Mersea Island by pupils and staff of School House, Brentwood School raised a splendid £750 for the station.

### Saddling up for an inflatable

The Portobello public house in West Kingsdown launched an appeal to fund a D class inflatable in May last year and the first event to take place was a sponsored motorcycle ride by Graham and John Fisher, regular patrons of the pub.

With superb organisation and excellent weather the brothers visited 158 lifeboat stations and, together with sponsorship and other monies from patrons of The Portobello, they raised a magnificent £6,200 for the appeal.

### Send us The Bill

On a wet and blustery Sunday afternoon last October, when sensible folk would have been at home watching TV or listening to the radio, two celebrity teams comprising the cast of 'The Bill' and staff from the London commercial radio station LBC, turned out to play football.

Hundreds of spectators turned up to watch an LBC victory and £457 was raised for Twickenham and District branch and the Clarendon Special School.

A further £120 was added from the sale of souvenirs.

### Townswomen's choice

The RNLI was chosen by the ladies of the Waltham Forest Afternoon Townswomen's Guild as the charity to benefit from the proceeds of various events which they organised last year.

Among the activities were fashion shows, craft sales, coffee mornings, bring and buy sales and a strawberry tea.

The culmination of their efforts was the presentation of a cheque and cash for approximately £284, which was gratefully received by the chairman of North Chingford branch, John Butler.

## Three times the target for Tall Ships Race



Mike Andrews aboard his 12 ton Gauntlet *Heather* in St Katharine Dock, London before the start of the Tall Ships Race

Mike Andrews, committee member of Brentwood and District branch entered his traditional 12 ton 'Gauntlet' class yacht *Heather* in last year's Tall Ships Race and exceeded his original fund raising target by more than three-fold. Starting with a target of £1,000 Mike eventually rounded up £3,092 for the branch.

Never slow to see ways to raise money Mike even passed round an RNLI collecting box at a pre-race party held aboard another competing yacht in St Katharine Dock!

After the Parade of Sail in the Thames the race began early the following morning. Unfortunately a hard leg to windward began to take its toll on some of the crew, and on the yacht which had 'dried out' during the winter and whose topsides and decks were leaking.

Reluctantly *Heather* retired from the race and returned to Lowestoft, the crews disappointment tempered to some extent by the valuable contribution which they had made to lifeboat funds.

### Nautical but nice!

A highly successful Nautical Night was organised by Beverley Ladies' guild, and held in the splendid setting of the Montgomery Centre, Beverley.

Members of Beverley Borough Band played a selection of sea shanties and other nautical music and, with with the sumptuous buffet supper provided by the committee, the evening proved most enjoyable.

The occasion came to a moving finale with the band master inviting the audience to join in with singing 'Eternal Father, strong to save' while a film of storm tossed seas and lifeboats was projected onto a screen behind the players.

An excellent £645 was raised from this successful event.

## In brief

THE LANDLORD of the Durham Ox in Beverley, Mr Hall, decided that one of his regular customers was in urgent need of a trim and offered to make a donation to the RNLI if the hair was cut. Other customers offered to sponsor the operation and a total of £28 was raised. Mr Hall is a stalwart supporter of the Institution and a collecting box in the pub yields around £40 a year.

THE PUNCH, Pies and Carols evening organised by Hitchin and District branch was a great success with a final total of £696 being produced for lifeboat funds. Another success was the coffee morning held in Church House which raised £124.

MEMBERS of the ABC Motorbike Club in Port Seton embarked on a sponsored fancy dress walk and raised £1,300 for the North Berwick boathouse fund.

THIRD year pupils at Fir Tree Junior School in Wallingford raised £43 by making tabletop games and inviting other classes to play them for a small charge, and a sponsored 'rescue' event involving the whole school pushed the total amount raised to just over £272. The money was donated to the Swanage lifeboat appeal.

A SPONSORED parachute jump undertaken by Ceri Thomas, Pauline Evans and Adrienne Henderson, members of the Caldicot and District branch raised £624.60.

CHILDREN of St Aidan's Primary School choir sang carols as part of a fund raising day organised by Northenden branch and raised £358.

## 100 years ago

From the pages of THE LIFEBOAT, May 1890 issue

### THE LIFE-BELT USED BY THE CREWS OF THE LIFE-BOATS OF THE NATIONAL LIFEBOAT INSTITUTION



The requisite qualities of a life-boatman's life-belt are:-

1. Sufficient extra buoyancy (maximum 28 lbs., minimum 25 lbs.) to support a man heavily clothed with his head and shoulders above water, or to enable him to support another person besides himself.

2. Perfect flexibility, so as to readily conform to the shape of the wearer.

3. A division into two zones, an upper and lower, so that between the two it may be secured tightly round the waist; for in no other manner can it be confined sufficiently close and secure round the body without such pressure over the chest and ribs as to materially affect the free action of the lungs, impede the muscular movement of the chest and arms, and thereby diminish the power of endurance of fatigue, which, in rowing boats, is a matter of vital importance.

4. Strength, durability and non-liability to injury.

Many different types of 'life-belt' have been used since this 1890 version, and development of a further improved lifejacket for crews of Over 10m lifeboats is currently under way.

## Today's Lifeboatmen



Coxswain John Catchpole of Lowestoft joined the crew in 1973 and was second coxswain from 1978 until his appointment as coxswain in 1984.

A framed letter of thanks signed by the Chairman of the Institution was awarded to John in 1981 in recognition of his commendable actions when the lifeboat landed the crew of five from the Panamanian coaster *Avenir* in a strong north easterly breeze and very rough seas.

In 1989 he was awarded a Bronze medal in recognition of the courage and seamanship he displayed when, on 19 October 1988, the lifeboat rescued the crew of five of the coaster *Medina D*, which had run aground and was sinking in the Corton Channel in a strong east-south-easterly gale and heavy breaking seas. He was also awarded the 1988 Maud Smith Award for this service.

In the same year John received a further Chairman's letter of thanks in recognition of his skill and seamanship when the crew of two from the trimaran *Vidam* were rescued and the craft saved in a north easterly Force 7 wind and very rough seas at Holm Sands.

John is married with a son and daughter and works in Lowestoft's fish market.

### Facts and figures

Provisional statistics as at 12 February 1990, show that during 1989:

The RNLI's lifeboats were launched 4,422 times (an average of more than 12 launches a day)

More than 1,478 lives were saved (an average of 4 people rescued each day)

Nearly 6 per cent of all services carried out by lifeboats were in winds of Force 7 and above

More than 53 per cent of all services were to pleasure craft  
There are 259 lifeboats on station, with a further 103 in the relief fleet

119,396 lives have been saved since the RNLI was founded in 1824

### Costs

The cost of running the RNLI in 1989 was £36m. The approximate current cost of building a lifeboat is:

16ft D class inflatable – £9,500

21ft Atlantic rigid inflatable – £45,000

38ft 6in Mersey – £455,000

47ft Tyne – £590,000

52ft Arun – £600,000

# Lifeboat Services

## August, September and October 1989

**Aberdovey, Gwynedd**  
*Atlantic 21:* August 14, 20 (twice), 24, 28 and September 18

**Abersoch, Gwynedd**  
*Atlantic 21:* August 5, 10, 13, 20, 21, 27, September 1, October 7 and 21 (twice)

**Aberystwyth, Dyfed**  
*C class:* September 3 and 23

**Aldeburgh, Suffolk**  
*37ft 6in Rother ON 1068:* September 14  
*D class:* August 7 and 9

**Alderney, Channel Islands**  
*44ft Waveney ON 1045:* August 4, September 2, 9, 16, October 16 and 19

**Amble, Northumberland**  
*44ft Waveney ON 1004:* August 10, 26 (twice), 30 and September 10  
*D class:* August 10, 30 and September 30

**Angle, Dyfed**  
*Relief 47ft Tyne ON 1115:* August 13 and 28  
*47ft Tyne ON 1114:* September 28 and October 16

**Anstruther, Fife**  
*37ft Oakley ON 983:* August 8, September 29 and October 9

**Appledore, North Devon**  
*47ft Tyne ON 1140:* August 16, 20, September 5, 16, October 11 and 24 (twice)

**Atlantic 21:** August 2, 8, 13, 16 (twice), 19, 31, September 6 (twice), October 8, 11, 15, 24 and 28

**Arklow, Co Wicklow**  
*44ft Waveney ON 1006:* August 10, 18 and September 10

**Arran (Lamlash), Buteshire**  
*C class:* August 20

**Arranmore, Co Donegal**  
*47ft Tyne ON 1111:* August 24, September 4, 10, October 5 and 19

**Atlantic College (St Donat's Castle), South Glamorgan**  
*Atlantic 21:* August 6, 22, 26 and September 8

**Ballycotton, Co Cork**  
*52ft Arun ON 1067:* August 19

**Baltimore, Co Cork**  
*47ft Tyne ON 1137:* August 21 and September 29

**Ballyglass, Co Mayo**  
*54ft Arun ON 1052:* September 4

**Bangor, Co Down**  
*Atlantic 21:* August 4, 14, 26, September 8, 10 and October 8

**Barmouth, Gwynedd**  
*Relief 37ft 6in Rother ON 1022:* August 18, 22 and 24  
*D class:* August 17, 20 (twice), 22, 23, 28 and September 4

**Barra Island, Inverness-shire**  
*52ft Arun ON 1143:* September 13, October 15, 18, 22 and 25

**Barrow, Cumbria**  
*47ft Tyne ON 1117:* September 20 and October 4  
*D class:* October 25

**Barry Dock, South Glamorgan**  
*Relief 52ft Arun ON 1077:* August 21, 26 (twice), 28, September 9, October 15 and 19

**Beaumaris, Gwynedd**  
*Atlantic 21:* August 19, 21 and October 12

**Bembridge, Isle of Wight**  
*47ft Tyne ON 1126:* August 9, 14, 20, 26, 27, September 1, 8, 20 (twice) and October 28

*D class:* August 4, 8, 11, 14, 18, 22, 23, 24, September 16 and October 30

**Berwick-upon-Tweed, Northumberland**  
*Atlantic 21:* August 1 and September 30

**Blackpool, Lancashire**  
*D class:* August 23 (twice), September 2, 8 (twice), 10 (twice), 24 (twice) and October 11 (twice)

**Blyth, Northumberland**  
*44ft Waveney ON 1079:* August 5, September 18, October 22 and 29  
*D class:* October 22 and 29

**Borth, Dyfed**  
*D class:* August 1 and 21

**Bridlington, Humberside**  
*12m Mersey ON 1124:* August 19, September 3, 27, 30 and October 27  
*D class:* August 9 (twice), 11, 14, 18, 23, 27 (three times), 28, 30, 31, September 1, 8, 16, 24 and 30

**Brighton, East Sussex**  
*Atlantic 21:* August 1 (twice), 3, 5, 6, 9, 13, 14, 17, 19, 22, 26, 28, 30, September 3, 10 (four times), 16, 19, 23, 29, October 6 and 21

**Broughty Ferry, (Dundee), Angus**  
*D class:* August 19

**Buckie, Banffshire**  
*52ft Arun ON 1093:* September 17, 19, 25, October 1, 3 and 24

**Bude, Cornwall**  
*D class:* August 1, 8, 13, September 17 and October 15 (twice)

**Burnham-on-Crouch, Essex**  
*D class:* August 12, 25, 26, 27 and September 17 (twice)

**Burry Port, Dyfed**  
*D class:* August 5, 28, 30, September 6, 16 and 29

**Calshot, Hampshire**  
*Relief 33ft Brede ON 1101:* August 13

**Campbeltown, Argyllshire**  
*52ft Arun ON 1059:* August 13, 14 (twice), 26, September 7, 25 and October 31

**Cardigan, Dyfed**  
*C class:* August 12, 13, 28 and September 30

**Clacton-on-Sea, Essex**  
*D class:* August 9  
*Atlantic 21:* August 12, 13, 25, 27 (twice), September 8 and October 6

**Clifden, Co Galway**  
*C class:* October 4

**Craster, Northumberland**  
*D class:* September 1

**Criccieth, Gwynedd**  
*C class:* August 10, 18, 22, 28, September 1, 13 and October 13

**Crimdon Dene, Co Durham**  
*D class:* August 17, 26, 27 and 28

**Cromer, Norfolk**  
*47ft Tyne ON 1097:* October 10 (twice) and 11  
*D class:* August 8, 13, 14, 15, 17 and September 17

**Cullercoats, Tyne and Wear**  
*C class:* August 2, 9, 25, September 1, 3, 7 and 17

**Donaghadee, Co Down**  
*52ft Arun ON 1107:* August 8, 10, 17, 19, 21, 22, October 2 and 30

**Douglas, Isle of Man**  
*47ft Tyne ON 1147:* August 27 and September 18 (twice)

**Dover, Kent**  
*Relief 52ft Arun ON 1081:* August 9 and 13

*50ft Thames:* September 22 (twice), October 7 and 18

**Dunbar, East Lothian**  
*Relief 48ft 6in Solent ON 1020:* September 16  
*D class:* September 16

**Dungeness, Kent**  
*37ft 6in Rother ON 1048:* September 3, October 7, 8 and 9

**Dun Laoghaire, Co Dublin**  
*44ft Waveney ON 1001:* August 12, 17, September 3 and October 18  
*D class:* September 3, 14, 18 and October 15

**Dunmore East, Co Waterford**  
*Relief 44ft Watson ON 1029:* August 6

**Eastbourne, East Sussex**  
*37ft 6in Rother ON 1055:* August 5, 12, 20, 22, 26, 28, September 25 and 28  
*D class:* August 5, 8, 11, 20, 21 (twice), 22, 27, 28, September 25, 28 (twice) and October 15

**Exmouth, South Devon**  
*33ft Brede ON 1088:* August 9  
*Relief 33ft Brede ON 1090:* September 17, October 15 and 22  
*D class:* August 3, 8, 9, 20, 27 (twice), 30, September 2, 19 and October 3

**Eyemouth, Berwickshire**  
*44ft Waveney ON 1026:* August 1, September 10, 11 and October 13

**Falmouth, Cornwall**  
*52ft Arun ON 1058:* August 29, September 6, 22, October 15 and 16  
*Atlantic 21:* August 13 (twice), 16 (twice), September 5, 18, October 1 (twice), 7, 15, 16 and 23

**Filey, North Yorkshire**  
*37ft Oakley ON 966:* October 27  
*D class:* August 9, 13 (twice), 16, 18 (twice), 20, 22, 27 (twice), 28 (three times), 30 and September 6

**Fishguard, Dyfed**  
*52ft Arun ON 1076:* August 1 (twice), 23, 29, September 5 and October 24

**Flamborough, Humberside**  
*37ft Oakley ON 972:* August 8, 19, 31, September 19, October 1, 4, 15, 27 and 28

**Fleetwood, Lancashire**  
*44ft Waveney ON 1036:* August 1, 4, 6, 20, 29, September 10 and 16  
*D class:* August 4, 9, 16, 18, September 13 and October 28

**Fowey, Cornwall**  
*44ft Waveney ON 1028:* August 1, 13, 30, September 9, 10, 14, October 9 and 16

**Fraserburgh, Aberdeenshire**  
*Relief 47ft Tyne ON 1133:* October 2

**Galway Bay, Co Galway**  
*52ft Arun ON 1118:* August 1, 14, October 4 (twice), 28 and 31

**Girvan, Ayrshire**  
*Relief 33ft Brede ON 1105:* August 10, 11, September 14, 18, 22, 27 and October 10

**Great Yarmouth and Gorleston, Norfolk**  
*44ft Waveney ON 1065:* August 13, September 5 and 16  
*Atlantic 21:* August 9, 13, 15, 16, 17, 20, 24 (twice), 31, September 1 (twice), 16, 17, 27, October 1, 5 and 22

**Happisburgh, Norfolk**  
*D class:* August 13 (three times), 15 (twice), 20 and 24 (twice)

**Hartlepool, Cleveland**  
*44ft Waveney ON 1044:* August 5, 14, 23, 30, September 3, 9 and October 7  
*Atlantic 21:* August 12, 19, 28, September 10 and October 29

**Harwich, Essex**  
*44ft Waveney ON 1060:* August 2, 28 (twice), September 10, October 8, 10 and 20  
*Atlantic 21:* August 2, 6, 13 (three times), 20, 22, 28 (twice), September 2, 8, 10, October 8, 14, 20, 24 and 29 (twice)

**Hastings, East Sussex**  
*Relief 37ft Oakley ON 973:* August 22, 24 and 29  
*D class:* August 20, 23, 24, September 13, 16 (twice) and 17

**Hayling Island, Hampshire**  
*Atlantic 21:* August 13, 31, September 2, 10 (three times), 16, 20, 30, October 1, 14, 22, 27 and 28

**Helensburgh, Dunbartonshire**  
*Atlantic 21:* August 2, 5, 19 (four times), 20, 23, September 2 (twice), 9, 10, 11, 16, 25, October 1, 7, 13, 19 and 21

**Holyhead, Gwynedd**  
*47ft Tyne ON 1095:* August 4, 6, 8, 18, 30, 31 and September 1  
*Relief 47ft Tyne ON 1115:* October 1, 8 and 25  
*D class:* August 4 (twice) and 28

**Horton and Port Eynon, West Glamorgan**  
*D class:* August 1, 11, 12, 23, 26 (twice), 27 (twice) and October 7

**Howth, Co Dublin**  
*52ft Arun ON 1113:* August 9, 15, 19, 20, 22, September 17 and October 7  
*D class:* August 24, September 10 (twice), 15 and October 15

**Hoylake, Merseyside**  
*37ft 6in Rother ON 1000:* October 25 and 29

**Humber, Humberside**  
*52ft Arun ON 1123:* August 4 (twice), 8, 14, 20, 22, 25 (twice),  
 September 8, 9, 12, 17, 22, 27, 30 (three times),  
 October 6, 10, 19, 21, 27 (twice), 29, 30 and 31

**Hunstanton, Norfolk**  
*Atlantic 21:* August 6 (twice), 13, September 2, 3, 25 and October 15

**Ilfracombe, North Devon**  
*37ft Oakley ON 986:* August 16, 23, September 5 and October 13

**Invergordon, Ross-shire**  
*Relief 44ft Waveney ON 1033:* August 12 (twice)

**Islay, Argyllshire**  
*Relief 52ft Arun ON 1071:* August 12 and September 3  
*50ft Thames ON 1032:* October 20

**Kilmore, Co Wexford**  
*Relief 37ft Oakley ON 994:* August 3

**Kinghorn, Fife**  
*C class:* August 14, 19, 23 and September 26

**Kippford, Kirkcudbrightshire**  
*D class:* August 10, 15 and October 19

**Kirkcudbright, Kirkcudbrightshire**  
*Atlantic 21:* August 21, September 1, October 10 and 14

**Kirkwall, Orkney**  
*52ft Arun ON 1135:* September 25

**Kilkeel, Co Down**  
*D class:* August 11, 25 and 27

**Largs, Ayrshire**  
*Atlantic 21:* August 13, 14 (twice), 19, 20, 26 (four times), September 3, 10, 26 and October 24

**Lerwick, Shetland**  
*52ft Arun ON 1103:* August 11, September 10, October 1, 23 and 28

**Little and Broad Haven, Dyfed**  
*D class:* August 4, 28 and 29

**Littlehampton, West Sussex**  
*Atlantic 21:* August 2, 9, 27 (twice), 28, September 10, 18 and October 12

**Littlestone-on-Sea, Kent**  
*Atlantic 21:* August 3, 9 (twice), 21, 22, 24 (twice), September 16 and 17

**The Lizard, Cornwall**  
*47ft Tyne ON 1145:* August 7 (three times), 21, September 3, 10 and October 16

**Llandudno (Orme's Head), Gwynedd**  
*D class:* August 19 (three times), 20 (twice), 27, September 3, 7 and 29

**Lochinver, Sutherland**  
*52ft Arun ON 1144:* August 19

**Lough Swilly (Buncrana), Co Donegal**  
*D class:* September 28

**Lowestoft, Suffolk**  
*47ft Tyne ON 1132:* August 15, 16, 20, 21, 27, September 10 (twice) 14, 16, October 8, 17, 19 and 23

**Lyme Regis, Dorset**  
*Atlantic 21:* August 6, 11, 16, 19, 28, September 9, 21 and October 8

**Lymington, Hampshire**  
*Atlantic 21:* August 27, 28, 29, September 30, October 14, 16, 22 and 29 (twice)

**Lytham St Annes, Lancashire**  
*Relief 47ft Tyne ON 1146:* October 11 and 25

**Mablethorpe, Lincolnshire**  
*D class:* August 9 (twice), 11 (twice), 18 (twice), 20 (four times), 25, 30, September 6 (three times), 8, 21 and October 29

**Macduff, Banffshire**  
*Atlantic 21:* August 20 and October 7

**Mallaig, Inverness-shire**  
*52ft Arun ON 1078:* August 11, 21, October 21 and 24

**Margate, Kent**  
*37ft 6in Rother ON 1046:* August 13 and 27  
*D class:* August 8, 9, 13 (twice), 18 (twice) and 20 (four times)

**Minehead, Somerset**  
*Atlantic 21:* August 21, 28 and September 12  
*D class:* August 23 (twice) and October 14

**Moelfre, Gwynedd**  
*47ft Tyne ON 1116:* August 16 and October 22  
*D class:* August 6 (four times), 12 (twice), 23 (twice) and September 6

**Montrose, Angus**  
*47ft Tyne ON 1152:* August 22

**Morecambe, Lancashire**  
*D class:* August 4, 19, 25, October 5 and 7

**Mudford, Dorset**  
*Atlantic 21:* August 1, 6 (twice), 11, 15, 18, 19 (twice), 20, September 15, 16 and October 8

**The Mumbles, West Glamorgan**  
*47ft Tyne ON 1096:* August 17, 26, September 15, 21, 22 and October 19  
*D class:* August 23 and October 1

**Newbiggin, Northumberland**  
*Atlantic 21:* August 15, 22 and 27

**New Brighton, Merseyside**  
*Atlantic 21:* August 27, September 25, October 11 and 12

**Newcastle, Co Down**  
*37ft Oakley ON 974:* August 6

**Newhaven, East Sussex**  
*52ft Arun ON 1106:* August 9, 11, 12, 13 and 19  
*Relief 52ft Arun ON 1081:* August 20, 26 (twice), 27, 29, September 15, October 7, 15 and 29

**Newquay, Cornwall**  
*C class:* August 1 (twice), 4, 6, 13, 17, 21, 27, September 3 and 8

**New Quay, Dyfed**  
*D class:* August 14, 16, 19 and September 17

**North Berwick, East Lothian**  
*D class:* August 3 and 19

**North Sunderland, Northumberland**  
*37ft Oakley ON 980:* August 15  
*D class:* August 3, 16, 19, 23, September 1 and October 29

**Oban, Argyllshire**  
*33ft Brede ON 1102:* August 2 (four times), 6, 8, 10, 14, September 4 (twice) and October 8 (twice)

**Padstow, Cornwall**  
*47ft Tyne ON 1094:* August 8 and October 31

**Peel, Isle of Man**  
*Atlantic 21:* August 20 and October 16

**Penarth, South Glamorgan**  
*D class:* August 6 (twice), 17, 27, 28, September 2, 3, 10, 28, October 15 and 19

**Penlee, Cornwall**  
*52ft Arun ON 1085:* August 5 and September 14  
*Relief 52ft Arun ON 1086:* September 19, 20 and October 1

**Peterhead, Aberdeenshire**  
*47ft Tyne ON 1127:* October 16

**Plymouth, South Devon**  
*52ft Arun ON 1136:* August 3, 6 (three times), 7, 13, 22 (twice) 28, September 1, 7, 9, 22, October 2, 16 and 20

**Poole, Dorset**  
*33ft Brede ON 1089:* August 11, 27, September 8, 9, October 1, 20, (twice), 22 (twice) and 29  
*Boston Whaler:* August 11, 27 (three times), September 8, 9, October 1, 3, 20 (twice), 21, 22 (three times) and 29 (twice)

**Portaferry, Co Down**  
*Atlantic 21:* August 10, 14, 16, 18, September 9, 10, 17, October 9

**Port Erin, Isle of Man**  
*37ft 6in Rother ON 998:* August 19

**Porthcawl, Mid Glamorgan**  
*D class:* August 12, 15, 21, 27, 30, September 4, 9 (twice) and October 14 (twice)

**Porthdinllaen, Gwynedd**  
*47ft Tyne ON 1120:* August 19, 24, 27, September 9, 19, October 15 and 16

**Port Isaac, Cornwall**  
*D class:* August 16, 17, 27, 31, September 3, 17, 18, October 26 and 31

**Portpatrick, Wigtownshire**  
*47ft Tyne ON 1151:* August 2, 26 and September 19

**Portrush, Co Antrim**  
*52ft Arun ON 1070:* August 21 and September 4

**Portsmouth (Langstone Harbour), Hampshire**  
*Atlantic 21:* August 1, 4 (twice), 9, 11 (twice), 18, 22 (twice), September 9, 17, 24, October 8, 22, 25 (twice) and 28  
*D class:* August 11 (twice), 22 and October 25 (twice)

The relief Tyne class lifeboat *The Good Shepherd* pictured when on service from Holyhead on 31 January 1990.  
 The lifeboat had been launched in severe gale conditions when the Irish Sea ferry *St Columba* suffered an engine room fire off Anglesey and stood by her until she was towed to safety.  
 Conditions were so bad that a transfer of the passengers was considered too dangerous.  
 (Photo G. L. Jones)



## Lifeboat Services

August, September and October 1989

Continued from previous page

**Port St Mary, Isle of Man**  
54ft Arun ON 1051: October 3  
D class: August 10 (twice), October 3 and 4

**Port Talbot, West Glamorgan**  
D class: September 3

**Pwllheli, Gwynedd**  
37ft Oakley ON 978: August 18

**Queensferry, West Lothian**  
Atlantic 21: August 19 (twice), 20, September 18, October 10 and 28

**Ramsgate, Kent**  
44ft Waveney ON 1042: August 11, 27 and September 3  
Atlantic 21: August 6 (twice), 8, 9 (four times), 10, 18, 19, 30, September 1, 3, 4, October 1 and 16

**Red Bay, Co Antrim**  
C class: August 12, September 8 and 30

**Redcar, Cleveland**  
Atlantic 21: August 6, 20, 26, September 3, 5, 17, 24 and October 1  
D class: August 16

**Rhyl, Clwyd**  
37ft Oakley ON 993: August 26  
D class: August 8 (twice), 16 and September 2

**Rosslare Harbour, Co Wexford**  
52ft Arun ON 1092: August 25

**Rye Harbour, East Sussex**  
C class: August 27 and 29

**St Abbs, Berwickshire**  
Atlantic 21: August 14 (twice), 19, 27, 28, September 10, 11, 24 and October 21

**St Agnes, Cornwall**  
D class: August 1, 19, September 17 (twice), 24, 27, October 15 and 21

**St Bees, Cumbria**  
C class: August 5 and 16

**St Catherine, Channel Islands**  
C class: August 1, 20, September 10 and October 14

**St David's, Dyfed**  
47ft Tyne ON 1139: September 22 (twice)

**St Helier, Channel Islands**  
44ft Waveney ON 1034: August 1, 2, 3, 9, 20, 24, 26, 27, September 20, 24, October 14 and 28 (twice)

**St Ives, Cornwall**  
Relief 37ft Oakley ON 984: August 26, September 13 and 18  
C class: August 9, 12, 15 (twice), 20, 21 (twice), September 11, 18 (twice), October 23 and 31

**St Mary's, Isles of Scilly**  
52ft Arun ON 1073: October 6

**St Peter Port, Channel Islands**  
52ft Arun ON 1025: August 23, 31, September 1, 2, 30, October 19, 30 and 31

**Salcombe, South Devon**

Margate's D class inflatable lifeboat launches in severe conditions on Sunday 19 December 1989.

Three windsurfers had been reported in difficulties in storm force winds at Minnis Bay, but when the lifeboat arrived two had reached the shore safely and the third was in the shallows.

(Photo Michael Pett)



47ft Tyne ON 1130: August 13, 15, 27, September 5, 18, October 2, 6 and 16

**Scarborough, North Yorkshire**  
37ft Oakley ON 979: August 15, 18 and 29 (twice)  
D class: August 10 and September 1

**Selsey, West Sussex**  
47ft Tyne ON 1074: August 7, 20 and 27  
D class: August 2, 4, 5, 7, 20 (twice), September 12, 17 and 18

**Sheerness, Kent**  
44ft Waveney ON 1027: August 1 (twice), 7, 15 (twice), 27 (twice), 28, October 8, 19, 21 (twice) and 28 (four times)  
D class: August 1, 5, 7 (twice), 15 (twice), 16, 20 (twice), 29, September 2, 3, 12, 16 (twice), 17, 25, October 2, 8, 19, 20, 22, 28 and 29 (twice)

**Sheringham, Norfolk**  
37ft Oakley ON 960: October 25

**Shoreham Harbour, West Sussex**  
Relief 47ft Watson ON 971: August 6, September 2 and 27  
D class: August 8 and 26

**Skegness, Lincolnshire**  
37ft Oakley ON 977: August 15 and 17  
D class: August 9 (three times), 13, 14 (twice), 15, 16, 17, 18, 20, 24 and September 18

**Skerries, Co Dublin**  
D class: August 7 and September 16

**Southend-on-Sea, Essex**  
Atlantic 21: August 3 (three times), 5, 19, 20, 27 (twice), October 7, 16 (twice), 21 and 28  
D class: August 7, 8, 13 (three times), 18, 20, 27, September 10, 15, October 7, 8, 16, 18 and 21

**Southwold, Suffolk**  
Atlantic 21: August 5, 6, 17, 20, 23 (twice), 24 (twice), 25 and 30 (three times)

**Staithe and Runswick, North Yorkshire**  
Atlantic 21: August 10, 13, 29 and September 25

**Stranraer, Wigtownshire**  
D class: October 21

**Stromness, Orkney**  
52ft Arun ON 1099: August 5 and September 12

**Sunderland, Tyne and Wear**  
47ft Watson ON 969: August 12, September 6 and October 16  
D class: August 5, 12 (twice) and 13

**Swanage, Dorset**  
Relief 37ft 6in Rother ON 1047: August 13 (twice), 22, 30, September 9, 28, October 28 and 29

**Teesmouth, Cleveland**  
Relief 47ft Tyne ON 1122: August 6, 26, September 5 and 10

**Tenby, Dyfed**  
47ft Tyne ON 1112: August 3, 8, 14, 22, September 3, 22 (four times), October 28 and 29  
D class: August 4, 10, 11, 12, 15, 16, 19, 22, 29, September 3, 20, October 8 and 29

**Thurso, Caithness**

## Lifeboat Services

The services listed are those for which returns had been received at headquarters by 31 January 1990.

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

52ft Arun ON 1149: September 3, October 6 and 25

**Tighnabruaich, Argyllshire**  
D class: August 10, 17 and October 7

**Torbay, South Devon**  
Relief 52ft Arun ON 1086: August 17, 27 (twice) and 28  
54ft Arun ON 1037: September 10, 26, 28, October 6, 15 and 28  
D class: August 8, 29, September 10 and October 8

**Tramore, Co Waterford**  
D class: August 8 and September 2

**Trearddur Bay, Gwynedd**  
D class: August 12 (twice), September 1, 9, 16, 22 and October 1

**Troon, Ayrshire**  
52ft Arun ON 1134: August 8, 10, October 19 and 20

**Tynemouth, Tyne and Wear**  
52ft Arun ON 1061: August 27, September 3 and 13

**Walmer, Kent**  
Relief 37ft 6in Rother ON 1064: September 15, October 12 and 26

**Walton and Frinton, Essex**  
48ft 6in Solent ON 1012: August 1, 3, 27 (three times), 31, September 5, 12 and October 2

**Wells, Norfolk**  
37ft Oakley ON 982: September 2 and 14  
D class: August 22, September 10 and 14

**West Kirby, Merseyside**  
D class: August 13, 20, September 2, 13 and October 29

**West Mersea, Essex**  
Atlantic 21: August 4, 15, 24, 27, 28 (twice), 29, 30, September 1, 9, 10, October 17, 20 (three times), 25, 28 and 31

**Weston-super-Mare, Avon**  
D class: August 1, 20, 24, 27, September 4 (twice) and 10  
Atlantic 21: August 1, 9, 13, 24, 27, September 4 and 10

**Weymouth, Dorset**  
54ft Arun ON 1049: August 12, 28, September 1, 2, 4, 9 (three times), 21, October 3 and 15

**Whitby, North Yorkshire**  
47ft Tyne ON 1131: August 5, 8, 24, 25, 28 and October 5  
D class: August 4, 7, 18, 25, 28 and September 17

**Wick, Caithness**  
Relief 47ft Tyne ON 1133: August 20 and 29

**Wicklow, Co Wicklow**  
Relief 48ft 6in Solent ON 1009: August 19, 27 and September 9  
47ft Tyne ON 1153: September 30

**Withernsea, Humberside**  
D class: August 17, 19, 20, September 1, 6, 9, 25, 30 and October 18

**Workington, Cumbria**  
47ft Watson ON 940: August 13

**Yarmouth, Isle of Wight**  
52ft Arun ON 1053: August 2, 12, 22, September 2 (three times), 3 and 9 (twice)  
Relief 52ft Arun ON 1108: September 16, October 7, 22, 27 (twice), 28 and 29 (three times)



# Awards to Coxswains, crews and shore helpers

The following coxswains, members of lifeboat crews and shore helpers were awarded certificates of service on their retirement. Those entitled to them by the Institution's regulations were also awarded an annuity, gratuity or pension. (Service in lifeboats under 10m is shown by \*)

**Aberdovey:** D.J. Evans (Crew Member 14 years).

**Amble:** R. Armstrong (Crew Member 16 years).

**Anstruther:** G. Milne (Assistant Mechanic 10 years, Launcher 2 months).

**Arran:** J. Murchie (Crew Member 10 years).

**Barmouth:** G.K. Jeffs BEM (Crew Member 8 years, Coxswain Assistant Mechanic 9 years, Second Coxswain Assistant Mechanic 9 years); D.W. Davies (Mechanic 19 years, Crew Member 11 years, Mechanic at Holyhead 2 months, Crew Member 11 years\*).

**Barra Island:** R. MacLean (Assistant Mechanic 12 years).

**Barrow:** E. Diamond (Crew Member 18 years\*, Crew Member 23 years, Second Coxswain 3 years, Bowman 6 years); A. Benson (Coxswain 3 years, Second Coxswain 11 years, Assistant Mechanic 3 years, Crew Member 7 years, Crew Member 14 years\*).

**Barrow Dock:** J. Hart (Coxswain 11 years, Crew Member 1 year, Second Coxswain Mechanic 3 years).

**Beaumaris:** D.A. Cooke TD (Emergency Mechanic 7 years, Crew Member 3 years).

**Borth:** A.G. Davies (Crew Member 14 years).

**Bridlington:** R.W. Stott (Mechanic 25 years, Crew Member at Humber 6 years).

**Broughty Ferry:** J. Jack BEM (Coxswain 16 years, Coxswain Mechanic 4 months, Mechanic 13 years, Reserve Mechanic 2 years, Crew Member 18 years\*); *Bronze medal 1975*.

**Burry Port:** R.S. Campbell (Crew Member 16 years); S. Davies (Crew Member 15 years).

**Calshot:** J.A. Street (Crew Member 15 years); R. Wallace (Assistant Mechanic 1 year, Crew Member 16 years); P.J. King (Crew Member 13 years, Mechanic 4 years).

**Clovelly:** J.M. Hunter *posthumous* (Supervisor Principal Staff Coxswain 10 years, Principal Staff Coxswain 2 years, Staff Coxswain 7 years).

**Dover:** R.W. Couzens (Second Coxswain Mechanic 8 years 6 months, Second Assistant Mechanic 1 year, Crew Member 1 year); *Silver medal 1988*.

**Dun Laoghaire:** E. Offer *posthumous* (Coxswain Mechanic 12 years); *Bronze medal 1969*.

**Dungeness:** R.B. Isted (Crew Member 14 years, Shore Helper 10 years); A.J. Isted (Crew Member 14 years, Shore Helper 10 years).

**Eastbourne:** D. Hendy (Shore Helper 3

years, Crew Member 4 years, Assistant Winchman 11 years).

**Eyemouth:** J. Walker (Crew Member 24 years).

**Falmouth:** V.D. Pentecost (Coxswain 9 years, Second Coxswain Mechanic 5 years, Mechanic 5 years, Reserve Mechanic 2 years).

**Fishguard:** R. Fowles (Crew Member 18 years).

**Fowey:** B. Taylor (Emergency Mechanic 7 years, Crew Member 4 years); B. Willis (Coxswain 10 years, Second Coxswain 7 years, Crew Member 11 years).

**Galway Bay:** M. Beatty (Crew Member 29 years).

**Hartlepool:** L. Pounder (Shore Helper 1 year, Head Launcher 6 years, Crew Member 9 years).

**Horton & Port Eynon:** P.R. Muxworthy (Crew Member 20 years).

**Howth:** G. Waldron (Crew Member 21 years); P. Kenny (Crew Member 16 years); W. Costello (Crew Member 15 years).

**Hoyleake:** J.W. Begg (Crew Member 16 years).

**Islay:** A. Campbell (Mechanic 12 years, Assistant Mechanic 16 years, Crew Member 4 years).

**Kirkcudbright:** R.D. Thomson (Crew Member 31 years).

**Littlehampton:** D.C. Martin (Crew Member 10 years).

**Little & Broad Haven:** I. Norman (Crew Member 21 years); E. Evans (Crew Member 12 years); J. Thomas (Crew Member 16 years).

**Lyme Regis:** J.L. Hodder (Helmsman 20 years); *Bronze medal 1971, Bronze second service clasp 1979*.

**Lytham St Annes:** G.P. Roberts (Crew Member 10 years).

**Margate:** K.H. Sandwell (Crew Member 33 years, Launcher 8 years); J.J. Naden (Second Coxswain 5 years, Crew Member 9 years, Crew Member 12 years\*); D. Rowe (Coxswain 5 years, Crew Member 17 years, Crew Member 6 years\*).

**Montrose:** R. MacDonald (Second Coxswain 5 years, Crew Member 8 years).

**New Brighton:** C. Downing (Crew Member 16 years).

**New Quay:** D.J. Davies (Crew Member 41 years).

**North Berwick:** J. Dixon (Crew Member 17 years).

**Oban:** W. Melville (Crew Member 17 years, Shore Helper at Helensburgh 2 years).

**Peel:** G.H.R. Havercroft (Crew Member 16 years).

**Poole:** F.P. Ide (Coxswain Mechanic 15 years, Second Coxswain Mechanic at Dover 7 years, Mechanic at Tynemouth 4 years, Reserve Mechanic 1 year); D. Coles (Sec-

ond Assistant Mechanic 13 years, Crew Member 2 years, Helmsman 14 years\*); A.R. Channell (Emergency Mechanic 8 years, Crew Member 5 years, Crew Member 7 years\*).

**Porthdinllaen:** G.J. Jones (Coxswain 16 years, Second Coxswain 10 years, Mechanic at Pwllheli 3 years, Reserve Mechanic 1 year); *Bronze medal 1975*.

**Port Erin:** M.M. Cockburn (Second Coxswain 6 years, Assistant Mechanic 2 years, Crew Member 5 years).

**Rhyl:** R. Coltman (Mechanic 12 years).

**St Davids:** J.H. Phillips (Crew Member 27 years, Launcher 3 years).

**St Helier:** D.J. Aubert (Mechanic 6 years, Assistant Mechanic 9 years, Crew Member 4 years); J.T. Battrick (Crew Member 19 years); W.A.W. Battrick (Crew Member 20 years).

**St Ives:** T. Cocking Senior (Coxswain 22 years, Second Coxswain 2 years, Bowman 13 years, Crew Member 14 years\*); *Silver medal 1977, Silver second service clasp 1984*.

**St Peter Port:** N.T. Bougourd (Crew Member 23 years).

**Selsey:** D. Warwick (Crew Member 13 years, Emergency Mechanic 7 years, Crew Member 12 years\*, Shore Helper 3 years\*, Helmsman 8 years); J.D. Cross (Crew Member 7 years, Emergency Mechanic 9 years).

**Sheerness:** G.C. Burnham (Crew Member 14 years).

**Sheringham:** B. Pegg (Coxswain Mechanic 3 years, Second Coxswain Mechanic 1 year, Mechanic 20 years, Crew Member 15 years, Shore Helper 2 years).

**Southend-on-Sea:** G.M. Lecorgne (Crew Member 13 years); D. Jones (Crew Member 18 years).

**Staithe & Runswick:** S. Baxter (Crew Member 13 years).

**Swanage:** W.D. Cobb (Winchman 15 years).

**Tenby:** N.R. Crockford (Crew Member 18 years); P. Richards (Crew Member 35 years).

**The Lizard:** C.H. Johnson (Assistant Mechanic 12 years).

**Thurso:** E. Fraser (Assistant Mechanic 14 years, Crew Member 2 months).

**Troon:** T.L. Devenny (Second Coxswain Assistant Mechanic 11 years, Crew Member 8 years).

**Wells:** A. Court (Crew Member 11 years, Mechanic 18 years, Crew Member 14 years\*).

**West Mersea:** D. Mills (Crew Member 20 years).

**Whitstable:** D.V. Foreman (Crew Member 23 years).

**Workington:** A. Brown (Coxswain 17 years, Crew Member 1 year\*).

# People and Places

Around and about the RNLI

## Good Times in the London marathon

Tony Williamson, the chairman of Littlehampton Branch is a keen marathon runner, and has already raised £1,300 for the Shoreham Lifeboat appeal when he competed in the New York Marathon last year.

His disappointment at not being among the 32,000 people who succeeded in the ballot for a place on the start line for the 1990 London Marathon on 22 April was intense, as he had hoped to further benefit

## Not so magical Mystery tour

Members of the Central London Committee were looking forward to their visit to RNLI Headquarters in Poole, but in retrospect Thursday 25 January was not the best date to have chosen...

Seven ladies left Waterloo on time at 9.30 in the morning, but the storms which battered the country that day took their toll and when they had barely reached

the appeal by running the 26 miles for a second time.

However 'The Times' has now come to the rescue, and Tony has been told that he is among the 12 runners whose cause has been considered worthy enough to win them one of the coveted places allocated to the newspaper.

Apart from the chance to swell the appeal's coffers features in 'The Times' will be spreading the word in a feature.

Southampton by 11am, when they should have been in Poole, they realised that the journey might take a little longer than usual!

After well over two hours stranded without electricity and the line blocked by fallen trees the train struggled to Brockenhurst at 3.30 in the afternoon – and rescue arrived in the form of a husband with a car.

After reviving cups of tea six of the ladies squeezed in to the car and gingerly threaded their way back to London through damaged and darkened villages. They arrived home at 8.30pm, and all was well that ended well – after all, the ladies reflected, worse things happen at sea...

## Obituaries

With deep regret we record the following deaths:

MAY 1989:

**Miss B. Openshaw**, committee member of Penwortham branch for more than 20 years.

JULY 1989:

**Miss Fletcher**, chairman of Farnworth and Kearsley branch from 1969 to 1989. She was awarded a silver badge in 1983.

SEPTEMBER 1989:

**Mrs S. Lawrence**, honorary secretary of Ashton and Lea branch from 1978 to 1989.

**Mr Ron Shardlow**, honorary secretary of Keswick branch from 1979 to 1988.

NOVEMBER 1989:

**Mr Bill Shanks**, founder member of Silloth branch in 1960 and souvenir secretary from 1969 to 1985. He was awarded a silver badge in 1984.

DECEMBER 1989:

**Mrs Esme Anderson**, donor of the Newhaven Arun class lifeboat *RNLB Keith Anderson*.

**Cuthbert "Cubby" Cornall**, coxswain of Blackpool lifeboat from 1955 until his retirement in 1964. He joined the crew in 1923, and was second coxswain from 1947 to the end of 1954.

**Captain G.R. Grieve**, deputy launching authority of Ramsgate lifeboat station from 1985 to January 1989 when he was appointed station honorary secretary.

**Mrs M. Johnson**, chairman of Accrington ladies' guild from 1967 to 1971 and from 1976 to 1988. She was awarded a silver badge in 1989.

**Mr Philip Burslam**, chairman of Blackpool station branch from 1977 to 1989.

## On Station

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

### OVER 10 METRES

**St Helier** – Tyne 47-039 (ON 1157)  
*Alexander Coutanche* on 13 December 1989.

**Lytham** – Tyne 47-037 (ON 1155)  
*Sarah Emily Harrop* on 14 January 1990.

**Erratum:** The official number of Ballyglass Arun 54-07 *City of Bradford IV* should read ON 1052, and not as shown in the Winter issue of THE LIFEBOAT.

### UNDER 10 METRES

**Relief** – D396 on 1 November 1989

**Relief** – D398 on 29 November 1989

**Skerries** – D393 on 1 December 1989

**Relief** – D399 on 2 December 1989

**Dunbar** – D397 on 5 December 1989

**Margate** – D400 on 17 December 1989

**Redcar** – B580 on 14 January 1990

**Withernsea** – D394 late February 1990

**Craster** – D395 late February 1990

*Note: D class lifeboats delivered to summer only stations during the winter period will commence service at the start of the 1990 summer season for Under 10m lifeboats.*

## New Year Honours for Lifeboatmen

The following have received honours for their services to the RNLI in the New Year Honours list:

### BEM

**Griffith Jones**, BEM, coxswain of Porthdinllaen lifeboat from 1973 until his retirement in July 1989. He joined the crew in 1958 as a reserve mechanic and from 1959 to 1962 was mechanic at Pwllheli lifeboat station. He was then appointed second coxswain at Porthdinllaen in 1962, becoming coxswain in 1973. Coxswain Jones was awarded a Bronze medal in 1974 for a shore boat rescue and received a long service badge in 1982.

**Roderick Stott**, BEM, mechanic at Bridlington lifeboat station from 1965 until his retirement in January 1990. He was the Humber lifeboat station power plant attendant from 1959 to 1965 when he was appointed mechanic at Bridlington. Mr Stott received the Thanks of the Institution inscribed on Vellum twice, in 1968 and 1973, a framed Letter of Thanks

signed by the Chairman in 1969 and a long service badge in 1982.

Other awards for individual achievements not connected with the Institution's work were made to:

### KCB

**Vice Admiral Sir John Coward**, KCB, former Flag Officer Sea Training and ex officio member of the Committee of Management.

### CB

**Rear Admiral Roger Morris**, CB, hydrographer of the Navy and ex officio member of the Committee of Management.

### OBE

**William Pinkney**, OBE, for services to the community in North Humberside. Mr Pinkney is president of the Bridlington branch.

### MBE

**Michael Barrett**, MBE, senior consultant, Posford Duvivier, consulting engineers for the RNLI's shoreworks.

## Albert docks at the RNLI...

Buster Merryfield, well known to television viewers as Uncle Albert in the popular *Only Fools and Horses* series, drew the winning tickets for the 48th national lottery, which raised more than £80,000.

The draw took place on 31 January, supervised by Mrs Alison Saunders, deputy chairman of the RNLI's Fund Raising Committee and Mr Anthony Oliver, head of fund raising.

Buster, a former bank manager, was pleased to learn that over £2m has been raised from the lotteries which represent an important source of income.

The prize winners were:

**£2,000** – Mrs D.E. Clark, Kings Norton, Birmingham.

**£1,000** – E. Farrar, Towcester, Northants.

**£500** – M Jackson, Kirk Ella, Hull.

**£250** – Mrs I. Kirby, Woolwich, London.

**£100** – G. Toms, Polperro, Cornwall; F.

Watt, West Newport-on-Tay, Fife; S.J.

Richardson, Mickleover, Derby; M. West,

Doncaster, South Yorkshire; Mrs G.

Howland, Rushden, Northants; Mr & Mrs

McDonnell, Thornton Heath, Surrey; Mrs

B.J. Sparrow, Lilliput, Poole; H.T.

Hitchcock, Bookham, Surrey.

**£50** – M. Keating, Heywood, Greater

Manchester; Major and Mrs N.E.

Robinson, Gillingham, Kent; Mrs J.



Buster Merryfield, alias Uncle Albert from TV's *Only Fools and Horses*, drew the winning tickets in the RNLI's 48th lottery on 31 January 1990.

He is pictured with Anthony Oliver, the RNLI's head of fund raising, and Mrs Alison Saunders, deputy chairman of the Fund Raising Committee.

Watson, Cheltenham, Glos; N. Watling, Norwich, Norfolk; D. Pritchard, Bexleyheath, Kent; Mrs Chamberlain,

Edinburgh, Scotland; Mrs D. Barrett, St Austell, Cornwall; Mrs R. Howells, Rickmansworth, Herts.

## President's century celebration

Mrs Evelyn Miller-Barstow, OBE, MA JP, Dame of St John, president of the Weston-super-Mare station and financial branches, celebrated her 100th birthday on 12 January 1990.

At her birthday party seven colleagues from Weston station and financial branches joined many friends and officials from other local organisations to which she is affiliated.

Mrs Miller-Barstow has been president of the branch since 1976 and still officiates at its annual general meetings. She attends certain events throughout the year and is in regular touch with the financial branch chairman about the area newsletter.

His Royal Highness The Duke of Kent, President of the Institution, sent his best wishes, thanking her for 'all the superb work you have done for the RNLI'.

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