



# The Lifeboat

**Summer 1990**

Notable services around the country

Dunkirk anniversary photo-feature

The 1990 annual meetings





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# The Lifeboat

Summer 1990



Royal National  
**Lifeboat**  
Institution

## Contents Volume 51 Number 512

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### COVER PICTURE by Maggie Murray

The four lifeboatmen who received their awards at the Festival Hall on 22 May.

From left to right: Coxswain David Kennett, Yarmouth; Helmsman David Steenvoorden, Cleethorpes; Coxswain Peter Race, Teesmouth (Bronze medals) and Coxswain Alan Thomas, Tenby (Silver medal).

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# NEWS

## Newspoint

### Charity reforms

Charities have always been subject to public scrutiny and several recent reports have sharpened the focus on good management and accountability of charities.

In particular, a government White Paper 'Charities: A framework for the future' was published earlier this year and should be presented as a Bill within this parliament. The White Paper recommends better regulation and monitoring of charities.

There have also been separate studies by the Home Office and the National Council of Voluntary Organisations into the efficiency of charities and, most recently, the Annual Report of the Charity Commissioners. In their report the Commissioners say, 'Charity is precious in the life of a nation. The rôle of the Charity Commission is to ensure that what people give and do in the name of charity is directed to the purpose and the beneficiaries for whom they were intended. The Commission is playing its part in the wider mission of society so that we can say to one and all 'You can trust charity'.'

The RNLI warmly welcomes all the steps being taken to protect and enhance the good name of charity. It is a regrettable fact that we live in a world where a very small number of people will abuse the trust of others, even of charities. More powers and a greater public awareness are needed to ensure that charities such as the RNLI, which have worked for many years to establish and encourage high standards throughout the charity world, can maintain them in the future.

### A Topping idea...

It is not often that one sees the director of the RNLI wearing a hard-hat, laying concrete, sporting a sprig of yew tree and then supping a glass of ale – especially when perched on the top of a part-complete building...

However it was all part of Brian Miles' official duties and marked the completion of an important stage in the construction of the new building at the Poole Headquarters. Traditionally the completion of the highest part of the structure of a building is accompanied by a suitable ceremony dating back to pagan times, which is where the yew branch to ward off evil spirits comes in.

The ceremony was held on 25 April 1990 and attended by representatives of all those concerned in the construction of the building. Lt Cdr Miles presented a commemorative plaque to Laing's managing director Trevor Berry who in turn presented the director with a ceremonial towel to mark the occasion.



Lt Cdr Brian Miles, director of the RNLI, (left) and the managing director of Laing's, Trevor Berry, lay the highest section of concrete to mark the topping-out of the RNLI's new headquarters building. (Photo Southern Newspapers)

### Air Vice Marshal makes flying visit to Scottish lifeboats

After a recent visit to the RAF Pitreavie Rescue co-ordination centre near Dunfermlin by a number of Scottish coxswains and coast staff coxswain John Christie invited Air Vice Marshal Jim Morris to sea on the Aberdeen lifeboat, to see the operation from the other end as it were.

The visit became possible a few weeks later when the Air Marshal called on various local rescue agencies, helicopter operators and oil companies and was then able to go on exercise aboard the relief Arun class *News-buoy*. Montrose's Tyne class lifeboat *Moon-beam*, an RAF Sea King from Lossiemouth and a Bristow Tiger helicopter also took part on the two-hour exercise, during which AVM Morris was transferred between the lifeboats by the Sea King.

On his return ashore the AVM spent some time talking to the two crews, the inspector of lifeboats for the division and the chairman and honorary secretary at Aberdeen.

### Aid for first aid

Marks and Spencer plc has donated the cost of a new mobile training unit to the RNLI. The unit will be used for first aid training at lifeboat stations around the coast and has already been in use at several south and east coast locations manned by staff instructor Mike Arnell.

A cheque for £20,000 to cover the cost of the MTU was presented to the Institution at a quayside ceremony in Poole on 6 April 1990

### Symbol of success

The RNLI's well-known flag 'logo' has now been registered as a trade mark to prevent its unauthorised use.

The logo was devised in late 1981, to replace a considerable variety of devices in use at the time, and has since become a well-established symbol of the RNLI and its work.

The Institution felt that it was important to protect the logo, as many commercial concerns in particular would like to associate themselves with the Institution's image of dependability built up over more than 160

Royal National  
**Lifeboat**  
Institution



years. It was considered that the RNLI should be able to retain full control of its logo and image, and to prevent their impact becoming impaired in any way.

The complete logo, and the flag design on its own, have been registered, and anyone planning to manufacture or print items bearing them must obtain written authority from the Institution.

The intention is not to prevent the use of the logo, but to ensure that it is used only on suitable items, and that the RNLI does in fact benefit from its use.

### Signing on to help

A firm of Chartered Auctioneers in Nottingham is helping the RNLI raise money in an unusual way.

The company, T. Vennett-Smith, will be able to turn old postcards, photos, letters or in fact almost anything bearing the signature of a well-known or collectable person into cash.

Suitable autographed items can be sent to the fund raising department at the Institution's headquarters at West Quay Road, Poole, Dorset BH15 1HZ.



## Fond farewell at Walmer



The last launch of *The Hampshire Rose* from Walmer (above) and the lifeboat leaving station escorted by the station's D class and Dover lifeboat (right)



Walmer's Rother class lifeboat *The Hampshire Rose* launched from the station for the last time on 6 May 1990 in an emotional occasion attended by Sir Alec Rose (branch president), the Mayor of Deal and other invited guests.

Watched by a crowd of several thousands the boat put to sea escorted by flank station

lifeboats and the Atlantic 21 which is undertaking feasibility trials at the station.

Changing operational needs and the allocation of an 18-knot Tyne class to nearby Ramsgate means that a large lifeboat is no longer required at the station and *The Hampshire Rose* has been temporarily transferred to the relief fleet. (photo Jeff Morris)

## New appointments at RNLI headquarters

The RNLI has made two new appointments at the Poole headquarters.

Ian Ventham has joined the Institution as head of Fund Raising and Marketing from the National Society for the Prevention of Cruelty to Children (NSPCC) where he held a senior fund raising management position.

He is married with three children.

Mr Anthony Oliver has been appointed National Fund Raising Co-ordinator in changes resulting from the appointment.

Ewan Davidson, a fellow of the Institute of Chartered Accountants, has been appointed Head of Finance. Previously Group Treasurer and Secretary to the main board of J. Sainsbury he is also a member of the management committee of the Charities Aid Foundation.

Mr Roger Priestley, the former chief accountant, retired in June 1990.

## 1989 another record year for lifeboat launches

Once again 1989 saw RNLI records broken in both the number of times lifeboats were launched and in the amount of money raised to fund those launches.

The graphs opposite are taken from the Annual Report and show clearly the distribution between types of casualty and the yearly distribution of the calls. Also evident is the amount of work done by the Institution's fleet of Under 10m lifeboats – the inflatable and rigid inflatable C, D and Atlantic 21 classes.

Lifeboats were launched a total of 4,523 times (the discrepancy between the final total and the 4,422 launches shown in the graphs is the result of additional returns received between the Annual Report and this journal going to press), and 1,515 lives saved.

By far the largest number of casualties were pleasure craft (2,444 services, 54 per cent of the total) and almost 70 per cent of the total lives saved were from this category of casualty. More than half the call-outs for power driven pleasure craft were categorised as 'machinery failure' and for yachts the most common categories were 'stranding', 'machinery failure' and 'meeting adverse conditions'. Services in darkness accounted for 22 per cent of the calls and some 5 per cent took place in winds of Force 7 and above.

Interestingly the number of launches to sailboards fell slightly from 417 in 1988 to 397 in 1989, a reduction of just under 5 per cent. Under 10m lifeboats carried out 91 per cent of services to sailboards.

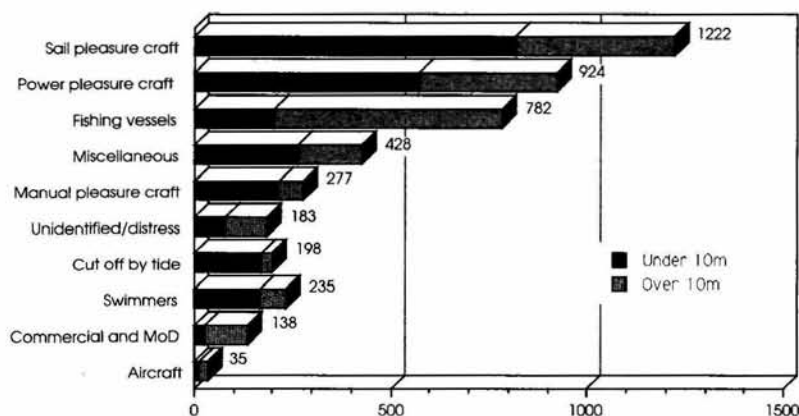
However, the figures also show an increase in the number of services to fishing vessels, up almost 4 per cent and with 276 lives saved compared with 157 in 1988, and also in the number of launches to merchant vessels from 124 to 135, with 27 lives saved and 67 people landed. 'Machinery failure' accounted for the largest proportion of

launches to fishing vessels while almost a quarter of the calls to merchant vessels were to take off sick or injured crewmembers.

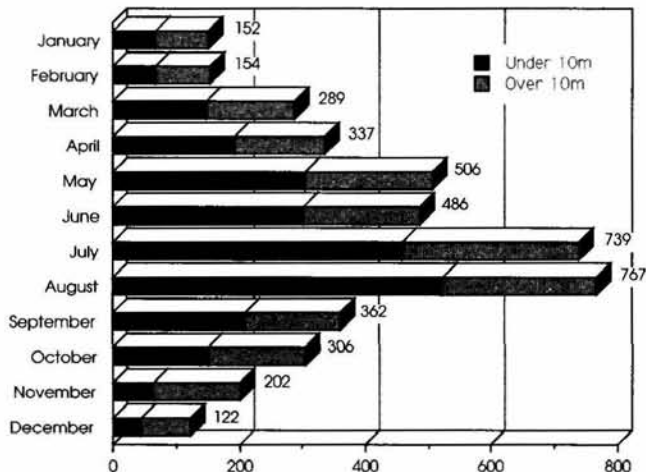
Fishing vessels accounted for the largest number of hours spent at sea by lifeboats, followed by sailing pleasure craft and pow-

ered pleasure craft. There were also 721 calls to people not aboard any type of vessel resulting in 138 lives being saved. These figures include people who had fallen from cliffs, bathers, waterskiers, skin divers and even vehicles cut off by the tide.

1989 lifeboat launches – type of casualty



1989 lifeboat launches – by month





NEWS  
EXTRA

# With the Little Ships

## at Dunkirk

Nineteen RNLI lifeboats played their part in the historic Operation Dynamo, the evacuation of the British Expeditionary Force from Dunkirk in 1940. In 1990 some of those lifeboats, now long retired from active service, returned to commemorate the occasion accompanied by a representative of the current RNLI fleet, *Duke of Atholl* the latest, and last, Arun class lifeboat.

Among the flotilla of historic little ships which returned to Dunkirk for the 50th anniversary of the evacuation were seven ex-RNLI lifeboats – *Dowager* (ex *Rosa Woodd & Phylis Lunn*), *Tyne Star* (ex *Louise Stephens*), *Stenoa* (ex *Cecil & Lilian Philpott*), *Salvor* (ex *Charles & Eliza Laura*), *Cavesana* (ex *Charles Cooper Henderson*), *Atania* (ex *Mary Scott*) and *Michael Stephens*, still bearing the name she bore in RNLI days. Escorting the fleet were three current RNLI lifeboats, the Arun class *Duke of Atholl*, Dover's Thames class *Rotary Service* and the Atlantic 21 at Walmer on feasibility trials.

Leaving Dover the fleet met weather and sea conditions much worse than those expected and the escorting lifeboats were soon busy – two boats needing assistance within half-a-mile of Dover. Throughout the passage to Dunkirk there were



1. Three of the seven ex-lifeboats on passage to Dunkirk – from front to rear: *Dowager*, *Tyne Star* and *Stenoa*. Inset: The Battle of Britain Memorial Flight salutes the fleet with the evocative sight and sound of Lancaster, Spitfire and Hurricane.

2. Dover's lifeboat *Rotary Service* and the Atlantic 21 on trials at Walmer found themselves busy soon after departure. The Atlantic was on service for some 15 hours and eventually spent the night in Dunkirk. Inset: Off Dunkirk the fleet was met by the French *Societe Nationale de Sauvetage en Mer* rescue vessel *Jean Bart*.

3. Broadcaster Raymond Baxter (left), Honorary Admiral of the Association of Dunkirk Little Ships, aboard his 30-footer *L'Orage* in a crowded Dunkirk harbour. Mr Baxter is a Vice President of the RNLI and chairman of the public relations committee. Inset: Each 'little ship' was presented with a commemorative plaque on arrival at Dunkirk.

All photos courtesy RNLI assistant chief of operations Cdr Mike Woodroffe

a number of problems and all three lifeboats performed a variety of towing and other tasks.

The Dover lifeboat returned to her station, but the Atlantic 21 eventually ended up in Dunkirk (after refuelling at Dover) and the crew spent the night aboard *Duke of Atholl*.

She was escorted back to mid-channel by *Duke of Atholl* the following day for a rendezvous with *Rotary Service*, which took over the escort duty back to the English coast.

A further link with the Institution could be found in *L'Orage*, another boat in the fleet of more than 70 making the anniversary return, now owned by broadcaster Raymond Baxter, Honorary Admiral of the Association of Dunkirk Little Ships – and chairman of the RNLI's public relations committee.







Her Royal Highness The Duchess of Kent addresses the audience before presenting the awards at the Festival Hall.

# The South Bank Meetings 1990

The Annual General Meeting  
and  
Presentation of Awards for 1989

**The RNLi's 1990 Annual General meeting and Presentation of Awards, held on the South Bank in London on May 22, were again well attended by Governors and supporters from all over the country.**

Opening the AGM in the morning the Institution's new Chairman, Mr Michael Vernon, referred to the turn-out and paid tribute to his retired predecessor, His Grace The Duke of Atholl, who had served as Chairman for a decade.

*'Thank you for coming in such large numbers to show your support to a new Chairman.*

*I would like you to know how very honoured I feel to have become Chairman of this great Royal National Lifeboat Institution; especially so, to be following in the distinguished footsteps of His Grace the Duke of Atholl whose able helmsmanship has steered the RNLi with colours flying to its present happy position.*

*I think you will all agree that there could be no finer tribute to my predecessor than the Arun class lifeboat which bears his name and which we all have the opportunity to look over today while she is moored at the Festival Pier.'*

The last Arun class lifeboat to be built – 52-46 *Duke of Atholl* – was alongside Festival Pier during the meetings and those attending were able to view her before she departed to escort the Little Ships.



**'It has been a momentous decade for the RNLi and 1989 has been above average in all respects'**

Mr Vernon went on to mention the important mission which *Duke of Atholl* was to perform when she sailed for Dover the day after the meeting – to provide an escort for the flotilla of 'Little Ships' making a 50th anniversary return to Dunkirk to mark the historic and heroic evacuation there in 1940. The Arun represented the Institution and marked the part played by lifeboats in the evacuation.

The lifeboat is the 46th, and last, Arun to enter service and looking back over the decade of the Duke of Atholl's stewardship of the Institution Mr Vernon reflected on the fact that the annual number of call-outs had risen from 2,600 to 4,500 and the number of lives saved by a third from 1,000 to 1,500.

Since 1980 no fewer than 33 Aruns had been built, the entire requirement of 40 Tynes and 12 Bredes, not to mention the first three Merseys and scores of Atlantic 21 and D class lifeboats.

In the same period annual income to the Institution had multiplied four-fold from £10m to £40m thanks to the indefatigable fundraisers.

*'It has been a momentous decade for the RNLi. And 1989 has been above average in all respects. Never before have lifeboats been called out so often: 4,523 times to be precise. 1,515 lives were actually saved as a result with over 700 other people landed safely from risky situations.'*

#### CONSISTENCY

Statistics could only tell part of the story, the Chairman continued, and in some ways 1989 was not exceptional.

*'Listen hard this afternoon to the story of how Coxswain Alan Thomas of Tenby drove his lifeboat inside the surf line off Worm's Head in an onshore gale and rain squalls to save the life of a fishing boat skipper and you will begin to understand. Note the spirit of the long-serving fund raisers as they receive their awards and the secret of our success is revealed.*

*'In these respects 1989 was not so exceptional. It couldn't be. Our strength lies in our consistency.'*

The winter had been extraordinary for gales and floods, and where the weather was making news so too were the lifeboats. The Chairman mentioned that, although strictly a 1990 event, the greatest storm of the whole winter on January 25 caused 18 lifeboats to put to sea.

*'There will always be men around our shores prepared to run such missions, it is up to us as Governors of the RNLi to ensure that they have the best possible tools for the job.'*

Mr Vernon went on to amplify the way in which those tools were being provided: eight

# The South Bank Meetings 1990

continued

new Merseys by the end of 1990; 21 of the class in service by the end of 1991; the hull part-assembly of the new Fast Afloat Boat 3 (FAB 3) prototype completed; the FAB 4 prototype soon to start taking shape in the builder's yard.

*'However, take a deep breath before I mention their likely cost. At current estimates a new FAB 3 is going to leave us very little change from £1m. FAB 4, a smaller boat, will be nearer £600,000.'*

## PERSPECTIVE

To put the costs into perspective the Chairman compared the cost of a new Fast Afloat Boat with the cost of an Arun class lifeboat when they were first introduced:

*'Fund raisers please take heart. If we go back to the early 1970s when the first of the Arun class were appearing on the coast, each one's cost then was a much greater proportion of the Institution's entire income than the price of a FAB 3 is against today's total amount raised.'*

The fleet of under 10m lifeboats had not been neglected, added Mr Vernon, pointing out that the Annual Report gave details of trials on a twin-engined D class as well as a project to experiment with a very slightly larger version of the highly successful Atlantic 21.

Recent work on new launching carriage design, electronic equipment, anchor testing, new building materials such as fibre reinforced composite, lifejackets and other protective clothing also showed how eager the Institution is to provide the best for its crews.

To enable the crews to make good use of

The four medallists aboard the Arun Class *Duke of Atholl* during a press call before the Governors' meeting. From left to right: Coxswain David Kennett, Yarmouth; Coxswain Alan Thomas, Tenby; Helmsman David Steenvoorden, Cleethorpes; Coxswain Peter Race, Teesmouth.



Lt Cdr John Lunch, Vice President of the RNLI proposes the vote of thanks to HRH the Duchess of Kent.

such equipment. training is important, said the Chairman. Since last year two further milestones along this road had been reached. One was the official opening of a new purpose-built training centre at Cowes base for Under 10m lifeboats and the other the commissioning of a new caravan, sponsored by Marks & Spencer PLC and fully equipped for first aid training, tailored to the needs of the crews, which is visiting lifeboat stations.

Referring to the co-ordination between the RNLI and other search and rescue organisations Mr Vernon added:

*'This is an excellent opportunity to welcome Commander Derek Ancona who has taken over as Chief Coastguard. We are delighted to have you with us. Please convey the governors' best wishes to all our friends in the Coastguard service and thank them for their continuing co-operation.'*

## SHOREWORKS

Last year the Chairman reported on the extensive plans to bring lifeboat station buildings up to date with the boats they house and Mr Vernon was able to report that the project was progressing well. He added:

*However, provision does not only have to be made for existing stations. In its perpetual review of the cover it provides,*

*the Institution occasionally uncovers changing casualty patterns and the need for a new station emerges.*

*'We are at the moment particularly busy in this area with new stations under evaluation at Marazion in Cornwall, and Tobermory on the Isle of Mull. Teignmouth in Devon and Courtown in the Irish Republic have been designated as new stations for an Atlantic 21 and D class respectively. Ballyglass on the west coast of Ireland has just won its spurs as a permanent lifeboat station having carried out excellent work with an Arun class in fierce Atlantic weather during their trial period.'*

## RESERVES

Turning to the accounts for 1989 Mr Vernon pointed out that the Treasurer in his statement summarised what can only be described as a healthy state of affairs. Another record income of over £44m had been achieved, with the direct efforts of fund raising keeping level with inflation and the later fruits of all the hard work, legacies, going up by 12%.

Just as it was essential to build lifeboats with that little bit extra to make them strong enough to withstand the worst imaginable conditions so it was important that the Institution had equal financial surety.

Over the past few years careful husbandry and generous support had built up useful reserves, which currently represented some 80 weeks of running costs.

Adding a note of caution the Chairman added:

*'Perhaps the greatest reason for reserves is to guard against inflation. We saw in the 1970s that even the most valiant efforts of fund raisers could not keep pace with the rampant inflation of that era. In fact, we had drastically to cut our boat building programme as a result. I do not want to see the same thing happen in the 1990s. Neither do I want to see us failing to take advantage of as yet unforeseen technological advances nor being able to adjust to changing needs. In other words, we must be prepared for the unpredictable.'*

There was a way in which the RNLI could help prepare for such an eventuality – by building up reserves of support to match those in cash.

*'Increasing RNLI membership strikes me as being an excellent method. From such a reservoir can be drawn active fund raising volunteers, customers for our sales company, sympathetic ears to special appeals and, when the grim reaper finally terminates membership, maybe one or two bequests.'*

Before closing the meeting Mr Vernon paid tribute to former and serving members of the Committee of Management who had died during the year and called for a vote adopting the accounts and the annual report, both of which were carried unanimously.



Coxswain Alan Thomas of the Tenby lifeboat receives his Silver Medal for Gallantry from HRH the Duchess of Kent during the afternoon ceremony.



## THE AWARDS CEREMONY

The annual presentation of awards ceremony was held, as usual, in the afternoon at the Festival Hall.

The Chairman repeated his morning greeting and thanks for the large turn-out to welcome him to his first meeting in that position and then paid tribute to the bravery of the lifeboat crews in general. Referring once again to the storms of 25 January 1990 he was able to put in perspective the conditions met by those who were to receive their bravery awards:

*'The storms and flooding of last winter which scarred the landscape will have left us all with some indelible memories. On the day of the greatest storm of all, 25 January, 18 lifeboats were at sea. It is unlikely that many, if any of the men who put out that day had experienced conditions as bad before. It takes courage just to volunteer when you cannot even make out the harbour exit for breaking seas. It takes yet more courage to endure the time at sea in such weather. And still no medals were won that day.'*

*'That is a measure of how outstanding we adjudge the services of those who are to be awarded today.'*

*'It is something worth remembering when you consider the number of times lifeboats launched in 1989. In fact it was another record of 4,523 distress calls answered, each one taking at least some*

*degree of courage and a high degree of skill to perform.'*

In human terms this meant that without those services 1,515 people would not be alive today, Mr Vernon added before reminding the audience that 1990 was the 200th anniversary of the first lifeboat – the *Original*.

### PRINCIPLE

She had been born out of a tragedy a year earlier when the *Adventure* was wrecked at the mouth of the Tyne and onlookers could only watch helplessly as men dropped from her rigging into the sea.

*'We have come a very long way since then,'* continued the Chairman, *'but the principle of our organisation is the same. We exist to save life at sea. It is our duty to see that we have the right tools to do that job effectively, that we can react to the ever-changing casualty patterns around our shores and, whenever life is lost within our field of operation, that we examine new ways to help prevent such losses recurring.'*

Reporting the rapid growth of the Mersey fleet, the FAB developments and the technological advances already mentioned at the meeting of the Governors Mr Vernon sounded the same warning about inflation and ways of combating it before moving on to the main part of the ceremony.

Introducing Her Royal Highness the Duch-

ess of Kent the Chairman paid tribute to the hard work and enthusiasm which both she and her husband the Duke of Kent – the Institution's president – had brought to the RNLI over the years and welcomed her to the gathering of the lifeboat family.

The Duchess then presented 25 Gold Badges to dedicated fund raisers to honour their tireless work on the RNLI's behalf. Sadly one of the awardees, Mrs Fox, had died only days before but her daughter had bravely made the journey to London to collect the award in her memory. A full list of those receiving awards is given on page 264.

Following the Gold Badges the four bravery medals were presented, each preceded by the citation for the award which, although couched in the rather formal and undramatic terms of the official reports, brought home the magnitude of the events which had unfolded during the dramatic services.

A Silver Medal was awarded to Coxswain Alan Thomas of Tenby lifeboat and Bronze Medals to David Kennett of Yarmouth (IoW) lifeboat, Coxswain Peter Race of Teesmouth lifeboat and Helmsman David Steenvoorden of Cleethorpes.

Following the presentations HRH The Duchess of Kent expressed her regrets that her husband could not be present but that his loss was her gain and that she was honoured to be able to present both the gallantry and fund raising awards.

### RESOLUTION

The Duchess then proposed the resolution honouring the crews and voluntary workers throughout the country, which received resounding applause from the large audience.

In proposing the vote of thanks Lt Cdr John Lurch, Vice President of the RNLI, thanked her Royal Highness for being with the lifeboat 'family' on this auspicious occasion, and for her many visits to stations around the coast in the past. Referring to the family spirit of the RNLI he added:

*'In coming here today and joining us in this family gathering you have uplifted us and strengthened us in this vital family spirit. Moreover, you have made a wonderful day for all those who have come up on to this platform to receive their awards – a day I am sure they will never forget.'*

# Awards presented by HRH The Duchess of Kent at the Royal Festival Hall on 22 May 1990

### Silver Medal for Gallantry

Coxswain Alan Thomas, Tenby, Dyfed.

On 22 September 1989 the Tenby Tyne class lifeboat *RFA Sir Galahad* launched to the assistance of three fishing vessels in difficulties off Worms Head. The fishing vessel *Seeker* which had engine problems eventually ran aground, whilst the fishing vessels *Silver Stream* and *New Venture* were both in the surfline struggling to

remain head to sea in the large breaking seas.

In a west-north-westerly Force 8 to 9 wind, very rough seas, rain squalls and poor visibility Coxswain Thomas displayed outstanding courage and determination in repeatedly manoeuvring the lifeboat inside the surfline to maintain close contact with the two fishing vessels.

The Coxswain's judgement and skillful handling of the boat when the *Silver Stream* virtually capsized undoubtedly saved the skipper's life when he became trapped in the wheelhouse.

### Bronze Medals for Gallantry

Coxswain David Kennett, Yarmouth, IoW.

On 28/29 October the Yarmouth (IoW) relief Arun class lifeboat *Margaret Russell Fraser* launched to the assistance of the Maltese registered RoRo cargo vessel *Al Kwather 1*, at anchor three miles east-south-east of Peveril Point. The vessel's cargo had shifted in the deteriorating

Continued on following page

## Awards presented

continued

weather conditions and the Swanage lifeboat was standing by. The Yarmouth lifeboat encountered very rough seas and heavy swell conditions when making the passage to Swanage.

Coxswain Kennett displayed exemplary boat handling skills and a calm professional manner on passage to Swanage, standing by the cargo vessel in south-westerly Force 9 to 11 winds with very rough breaking seas and manoeuvring the lifeboat to rescue two of the eight crew on board the casualty.

### **Helmsman David Steenvoorden, Cleethorpes, Humberside.**

On 30 July 1989 the Cleethorpes relief D class lifeboat rescued five canoeists and their craft which were meeting adverse conditions in the Clee Ness Buoy area whilst participating in a charity paddle.

In a north-north-westerly storm Force 10, confused 10ft seas, driving rain and almost nil visibility Helmsman Steenvoorden displayed courage and fine seamanship in rescuing the five persons from their canoes and transferring them to the larger vessel *Neptune*.

### **Coxswain Peter Race, Teesmouth, Cleveland.**

On 26 August 1989 the Teesmouth relief Tyne class lifeboat *Owen* and *Ann Aisher* rescued the crew of two from the fishing vessel *Gang Warily* and a crew member from the Redcar Atlantic 21 lifeboat which was also involved in this service. The fishing vessel had fouled her propeller and was being driven ashore under Huntcliff cliffs.

In a Force 7 north-east by easterly wind, 12ft breaking onshore seas which at times, amongst the rocks, left no water underneath the lifeboat, Coxswain Race displayed skill and great courage in manoeuvring the lifeboat close to the cliffs.

*Detailed accounts of the services which led to the bravery awards presented at this year's ceremony can be found in the Spring 1990 issue of THE LIFEBOAT.*

## Awards to Voluntary Workers

### **Honorary Life Governors**

**Captain A. Ramsay of Mar** MA FRICS DL  
Executive Committee of the Scottish Lifeboat Council: Committee Member 1962 to date, Chairman 1965-1989.

Scottish Lifeboat Council: Vice Chairman 1963-1965, Vice Convener 1965-1989.

Fraserburgh Station Branch: Committee member for many years.

### **The Right Honourable Lady Lyell**

Executive Committee of the Scottish Lifeboat Council: Committee Member 1975-1989.

Scottish Lifeboat Council: Vice Convener 1980-1988.

RNLI Fund Raising Committee: Member 1978-1980

Kirriemuir Ladies' Lifeboat Guild: President 1954-1980

Kirriemuir Branch: Chairman 1980 to date

### **Mrs M. A. Shore**

Eastbourne Branch: Lifeboat Day Collector 1923 to date, Committee Member 1940 to date, Official Public Speaker 1965 to date.

Awarded Silver Badge 1979.

### **Bar to Gold Badge**

#### **Miss N. Robertson OBE**

Lerwick Ladies' Lifeboat Guild: Honorary Secretary 1957 to date

Awarded Statuette 1968, Gold Badge 1981.

#### **Mrs A. M. Bolton**

Adlington Guild (Cheshire): Founder and Member 1939-1952.

Bramhall and Woodford Ladies' Lifeboat Guild: Honorary Secretary 1953-1980 Chairman 1980-1986, President 1988 to date.

Awarded Silver Badge 1964, Gold Badge 1979.

#### **Mrs L. W. Aplin**

Exeter Branch: Flag Week Helper 1954-1966.

Exmouth Ladies' Lifeboat Guild: Honorary Secretary 1966-1975, Chairman and Souvenir Secretary 1975-1985, President and Souvenir Secretary 1985 to date.

Awarded Silver Badge 1978, Gold Badge 1983.

#### **Miss A. G. Illingworth**

Torquay Branch: Committee Member 1930-1961, Honorary Secretary and Flag Week Organiser 1961-1975, Chairman, Souvenir Secretary and Flag Day Organiser 1975 to date.

Awarded Silver Badge 1972, Gold Badge 1983.

#### **Mrs D. Eldridge**

Portsmouth and Southsea Guild: Honorary Treasurer 1953-1971, Vice Chairman 1972-1980, Assistant Honorary Treasurer 1975-1989, President and Assistant Box Secretary 1980 to date.

Awarded Silver Badge 1966, Gold Badge 1983.

#### **Mrs J. Vincent**

Shepperton Branch: Honorary Flag Week Organiser 1949 to date, Honorary Secretary 1975 to date.

Awarded Silver Badge 1967, Gold Badge 1982.

#### **Mrs B. Clark**

Bray Branch: Honorary Secretary approx 1972 to date.

Awarded Gold Badge 1983.

#### **Mr W. P. Budgett**

Salcombe Station Branch: Honorary Secretary 1965 to date, Chairman 1978-1989.

Awarded Barometer 1977, Gold Badge 1986.

#### **Mr J. M. Owen**

Rhyl Station Branch: Committee Member 1948-1957, Honorary Secretary 1957-1977, President 1977 to date.

Awarded Binoculars 1968, Gold Badge 1980

(Mr Owen was unable to be present and was represented by the Vice President of the branch)

#### **Dr J. De Courcy Ireland**

Dun Laoghaire Station Branch: Honorary Secretary 1956-1982, Chairman 1982-1985, President 1985 to date.

Awarded Binoculars 1968, Gold Badge 1983.

### **Gold Badge**

#### **Mrs K Hardy**

Stornoway Ladies' Lifeboat Guild: Honorary Secretary 1965-1972, President 1973-1989.

Awarded Silver Badge 1983.

#### **Mrs M Fox**

South Kirkby Ladies' Lifeboat Guild: Founding Secretary 1961-1969, Honorary Secretary 1977 to date.

Awarded Silver Badge 1981.

(Mrs Fox died some days before the presentation and her award was collected by her daughter)

#### **Mrs D McMillan**

Bangor Branch: Committee Member 1954 to date, President 1973 to date.

Awarded Silver Badge 1977.

#### **Mrs E M Davies**

Knowle & Dorridge Branch: Honorary Treasurer 1968-1989.

Awarded Silver Badge 1979.

#### **Mrs H Hill**

Newcastle under Lyme Guild: Assistant Honorary Secretary 1967-1971, Honorary Secretary 1971 to date.

Awarded Silver Badge 1975.

#### **Mr J S Chapman**

Civil Service and Post Office Lifeboat Fund: Secretary approx 1960-1980.

Woodbridge Branch: Committee Member 1980-1981, Assistant Honorary Secretary 1981-1982, Chairman 1982 to date.

Awarded Silver Badge 1980.

#### **Mr J Hodge**

Penlee Branch & Ladies' Lifeboat Guild: Member 1962-1964, Honorary Treasurer 1964-1989.

Awarded Silver Badge 1980.

#### **Mrs F Zissimedes**

Plymouth Ladies' Lifeboat Guild: Committee Member 1961-1964 Souvenir Secretary 1964-1974, 1984-1988, Honorary Secretary 1968-1974, 1983-1988, Chairman 1974 to date.

Awarded Silver Badge 1976.

#### **Mrs A K Oliver**

Portslade Ladies' Lifeboat Guild: Honorary Secretary 1957-1964.

Basingstoke Branch: Joint Honorary Secretary 1964-1965.

Weston-Super-Mare Ladies' Guild: Committee Member and Lifeboat Week Organiser 1966-1970.

Salisbury Branch: Committee Member 1971-1975.

Poole Guild: Member 1976-1980, Flag Week Organiser, Broadstone 1978-1979.

Broadstone Branch: Branch Member 1980 to date, Flag Week Organiser 1980-1984, Committee Member 1984-1987.

Awarded Joint Framed Record of Thanks 1964.

#### **Mrs V G Barnes**

Ryde Guild: Member 1964-1968, Chairman 1968-1978.

Ryde Branch: Chairman 1978-1979, President 1979 to date.

Awarded Silver Badge 1980.

#### **Mrs P R Jeffcoate**

Caterham & District Branch: Chairman 1968-1990.

Awarded Silver Badge 1984.

#### **Mrs H Gough**

Limavady Branch: Honorary Secretary 1964-1987, President 1987 to date.

Awarded Silver Badge 1975.

#### **Lady Norah Wingfield**

Lismore & Cappoquin Branch: Honorary Secretary 1953 to date.

Awarded Silver Badge 1965.

#### **Mr W Scott**

Eyemouth Station Branch: Honorary Treasurer 1964 to date, Honorary Secretary 1964-1971, Joint Honorary Treasurer and Station Administrative Officer 1971-1983.

Awarded Silver Badge 1975.

#### **Lieutenant D J Case RNR**

Wells Station Branch: 1969 to date. Shorehelper 1953-1964, crew member 1964-1969, Honorary secretary 1969 to date.

Awarded Binoculars 1979.

#### **Dr G H Wood**

Lizard Station Branch: Chairman 1980-1982, Deputy Launching Authority 1985 to date.

Awarded Silver Badge 1985..

#### **Dr G W Middleton MBE**

St Davids Station Branch: Honorary Medical Adviser 1956 to date, Chairman 1969-1988, Deputy Launching Authority 1972 to date, President 1988 to date.

Awarded Silver Badge 1982.



## Naming and dedication

# Ceremonies

### Relief Fleet – Arun class *Duke of Atholl*

The City Chambers at Dundee became the scene of great activity on Saturday 12 May 1990 when the Duke of Atholl's private army disembarked from buses and tuned their bagpipes before marching to the City Square.

Here they were formally inspected by His Grace and the Lord Provost of Dundee, in the presence of a curious and admiring audience, before the city enjoyed a rare spectacle as the army marched through the streets. They were preceded by the RNLI's and the

Duke's standard bearers to Victoria Dock where they were to join the 500 assembled guests, the new lifeboat which was to be named in the Duke's honour, Dundee's own lifeboat *Spirit of Tayside* and the RNR vessel *HMS Archer*.

At the appointed time the principals made their way in procession to the naming ceremony venue, preceded by one of the Duke's pipers, the Army presented arms and the Duke's standard was unfurled on the platform.

With Mr Ron Bonar of the Dundee branch in the chair, Cara Hughan, the six-year-old daughter of Broughty Ferry's Coxswain made her presentation to the Duke and Mr T. Mitchell JP, Lord Provost of Dundee extended his and the city's welcome to the RNLI, and to the distinguished crew drawn together to man the lifeboat – who collectively had given in the region of 160 years service at their respective stations of Broughty Ferry, Aberdeen, Aith and Arbroath.

The lifeboat is the 46th, and last, Arun class to be built for the Institution and her name honours the ten years the Duke of Atholl served as Chairman of the RNLI before his retirement last year.

The lifeboat having been funded from the legacy of the late Sir David Robinson, all present were charmed when his daughter, Mrs E. Baker, related the experiences which had influenced her late parents generosity and then handed the lifeboat over to Mr. Michael Vernon, Chairman of the Institution, who duly and fittingly accepted her into the relief fleet.

Sir Charles McGrigor, Convener of the Scottish Lifeboat Council and a deputy chairman of the RNLI, proposed his vote of thanks to all participants and the many generous supporters whose help had made the occasion possible, and the service of dedication was then conducted by the Reverend W. B. R. Macmillan and the Reverend T. P. Robertson.

With the *Discovery* and the frigate *Unicorn* providing a historical backdrop His Grace approached the quayside podium and named the lifeboat *Duke of Atholl* in the traditional manner. In the company of the platform party the Duke enjoyed a brief trip afloat before joining all the guests aboard the 19th century 46-gun frigate *Unicorn*.

With welcome light refreshment offsetting a cool day the magnificently decorated christening cake, donated by Sunblest Bakeries of Aberdeen, was ceremonially cut by both Mrs Baker and the Duke of Atholl and a formal expression of appreciation extended to the city of Dundee, the Lord Provost and his officer for hosting the proceedings. Plaques were exchanged to mark the occasion.

The RNLI in Scotland is particularly grateful to the City of Dundee, the RNR establishment HMS Camperdown, the Unicorn Preservation Society, HM Coastguard, The Dundee Port Authority, the Camperdown (Dundee) Silver Band, the Atholl Highlanders and all involved with the ceremony.

### Aberdeen – D class *Trevor Edwin Jones*



Sally Trewren, the 12-year-old daughter of ex-Coxswain Norman Trewren, whose book funded the lifeboat, names Aberdeen's new D class with a radio microphone recording her every word.

The handing-over ceremony for the Aberdeen D class lifeboat was held at the station on Sunday, 5 May 1990 – a happy occasion despite unseasonably cold weather.

The proceedings were opened by Captain Brian Atkinson, chairman of the Aberdeen Station Branch who introduced Mr Norman Trewren who was to hand over the lifeboat to the RNLI.

Norman Trewren is an ex-coxswain of the Aberdeen lifeboat *BP Forties* and the D class had been funded from a book, 'The Lifeline', which he has written tracing the history of the station from its take-over by the RNLI in 1925 up to the diamond jubilee. Captain Atkinson described the vast amount of work required to produce the 200-page book on the station which, up till then, had lacked a written record of its work. The cost of publication was de-

frayed by Shell UK Exploration and Production.

Accepting the lifeboat from Mr Trewren on behalf of the Institution Surgeon Rear-Admiral Ian Colley, a Vice President of the RNLI, then handed the new boat over to the Aberdeen branch for use at Aberdeen lifeboat station on whose behalf she was accepted by Captain Eric Masson, the honorary secretary.

A service of dedication was then conducted by the Reverend Eric Milton of Chapel of Garioch before the 12 year-old daughter of the author, Miss Sally Trewren, named the lifeboat *Trevor Edwin Jones* in memory of Mr Trewren's late father-in-law.

Sally was then taken for a short trip in the inflatable before refreshments were served by members of the Aberdeen ladies' lifeboat guild.

Naming and dedication  
**Ceremonies**  
 continued

## Fleetwood

### Tyne class *William Street*

A march-past by the Band of Fleetwood Sea Cadets Old Boys Band preceded the arrival of the platform party at the start of the naming ceremony of Fleetwood's new Tyne class lifeboat on Saturday 12 May 1990.

A corner of Wyre Dock Marina provided a suitable setting for the proceedings, which were opened by Mr Frank Hardman, the branch chairman, who extended a special welcome to the High Sheriff of Lancashire and other honoured guests, including the donor of the previous Fleetwood lifeboat who had remained anonymous before.

The new lifeboat takes her name from her donor the late William Street, a former Lancashire businessman, and she was handed over to the RNLI by Mr Clive Fenn-Smith, chairman of the W. O. Street Foundation. Mr David Acland, a member of the Institution's Committee of Management and Treasurer of the RNLI accepted the lifeboat on behalf of the RNLI before handing her over in turn to the care of the Fleetwood station, represented by the honorary secretary Captain Peter Woodworth.

A service of dedication followed the handing-over, conducted by the station chaplain the Reverend John Cayton and assisted by the Most Reverend Alban Cochrane and the Reverend John Carr.



The Fleetwood lifeboat *William Street* lies in a corner of Wyre Dock Marina for her naming ceremony on 12 May 1990. (Photo Jeff Morris)

Mrs Acland, wife of the Treasurer, was then invited to name the lifeboat *William Street* before a vote of thanks was proposed by Mrs Susan Pearce, chairman of the ladies guild.

During the ceremony a number of messages of congratulation were read, including one from the Ro-Ro ferry *Viking Trader*, and music was provided by Marton Mere Band.

With the formal part of the ceremony over coxswain Ian Fairclough took a party of officials on a short trip afloat as an SAR helicopter appeared trailing the RNLI flag from its winch wire in a salute to the new lifeboat.

JT/DG

## Lytham St Annes

### Tyne class *Sarah Emily Harrop*

The naming and dedication ceremony of Fleetwood's new Tyne class lifeboat took place in Preston Docklands marina on Sunday 29 May 1990 – a rather grey day which brightened to sunshine as the official party made its appearance.

Miss Emily Ashton, the four-year-old daughter of the Coxswain presented a basket of flowers to Mrs Edna M. Sneath, a lifetime friend of the donor who was to name the lifeboat before the 600 guests were welcomed to the ceremony by the branch chairman Mr Allan Williams.

After Mr Michael Vlasto, the divisional inspector of lifeboats for the west division had described the Tyne class lifeboat and the role which she would play Mr James W. Horner, representing the executors of the donor's trust, handed the lifeboat over to the RNLI which was represented on this occasion by Sir Charles McGrigor, a deputy chairman of the Institution.

In turn Sir Charles then passed the lifeboat into the care of the Lytham St Annes station branch represented by honorary secretary Mr John Ogden who accepted her for safe keeping at the station.

The service of dedication was conducted by the station chaplain, the Reverend John Carlisle, assisted by the Reverend W. J. Else, Minister of the United Reform Church and the Reverend Father Turner from St Joseph's Roman Catholic church.

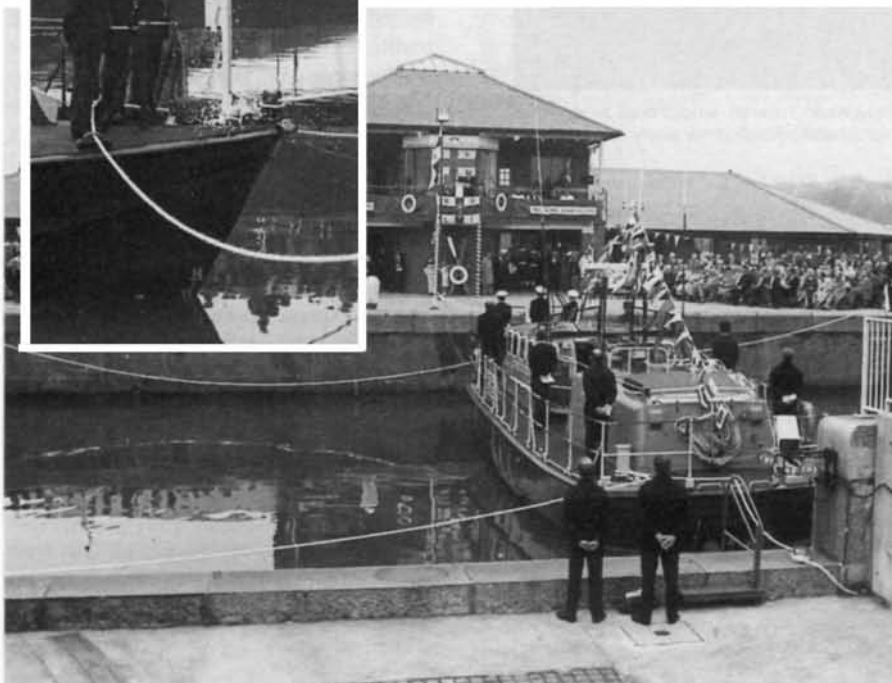
At the invitation of Mr Allan Williams Mrs Sneath then named the lifeboat *Sarah Emily Harrop* to the cheers of the large crowd and music from the Freckleton Band.

The lifeboat, dressed overall for the ceremony, then showed off her paces before returning to her station at the end of an enjoyable and memorable occasion.

DJ

The climax of the naming ceremony of the Lytham St Annes' Tyne class *Sarah Emily Harrop* (left) as the bottle breaks over her bow. The lifeboat was in Preston Docklands Marina dressed overall for the occasion (below)

(photos Jeff Morris)





## St Helier – Tyne class *Alexander Coutanche*

The naming ceremony for St Helier's new Tyne class lifeboat took place on 9 May 1990, a most suitable date in that it was not only the birthday of Alexander Coutanche, whose name the lifeboat carries and who was Bailiff of the States of Jersey during the German occupation of 1940-1945, but also Jersey Liberation Day.

Before the ceremony began Miss Georgina Mills, daughter of Emergency Mechanic David Mills, presented a special souvenir programme to Jurat the Honourable John Coutanche who was to name the lifeboat.

Mr John Norman, chairman of the St Helier station branch then opened the proceedings before introducing Mr Don Fileull, chairman of the Jersey Lifeboat Appeal Committee who formally handed the lifeboat into the care of the RNLI, represented on this occasion by Mr Michael Vernon, the Institution's Chairman.

The lifeboat has been funded by the appeal and by a generous contribution from the States of Jersey.

Mr Vernon in turn handed the new Tyne class into the care of the station, on whose behalf it was accepted by Captain Roy Bullen, the St Helier honorary secretary.

A short service of dedication followed, led by the Very Reverend Canon David Mahy, Roman Catholic Dean of Jersey, assisted by the Reverend Colin Hough, Superintendent Minister of the Methodist Church in Jersey

and Mr Frank Lawrence, former Second Coxswain of the lifeboat, before Sir Peter Gill, Bailiff of Jersey and Patron of the St Helier branch, invited Jurat the Honourable John Coutanche to name the lifeboat in the traditional way.

Music for the occasion was provided by the Regimental Band of the 1st Battalion the Royal Hampshire Regiment.

## New Brighton

New Brighton's new purpose-built lifeboat station was officially opened by the Mayor of Wirral, Councillor Mike Cooke, on 28 April 1990 in beautiful spring weather.

The building replaces a prefabricated struc-

ture in use for some 16 years and in addition to housing the station's Atlantic 21 class *Blenwatch* and tractor also provides space for inspection and routine maintenance, a meeting/training room and a souvenir shop.

Some 200 people were present at the ceremony which was opened by the branch chairman Mr Eric Lowe.

Mr Anthony Hannay, a member of the RNLI's Committee of Management spoke about the background to the new boat house before the dedication ceremony was performed by the chaplain to the station the Reverend Anthony Jeynes.

Mr Peter Shillinglaw, the station honorary secretary, brought the proceedings to an end before the guests were invited to partake of refreshments prepared by crew and committee wives.



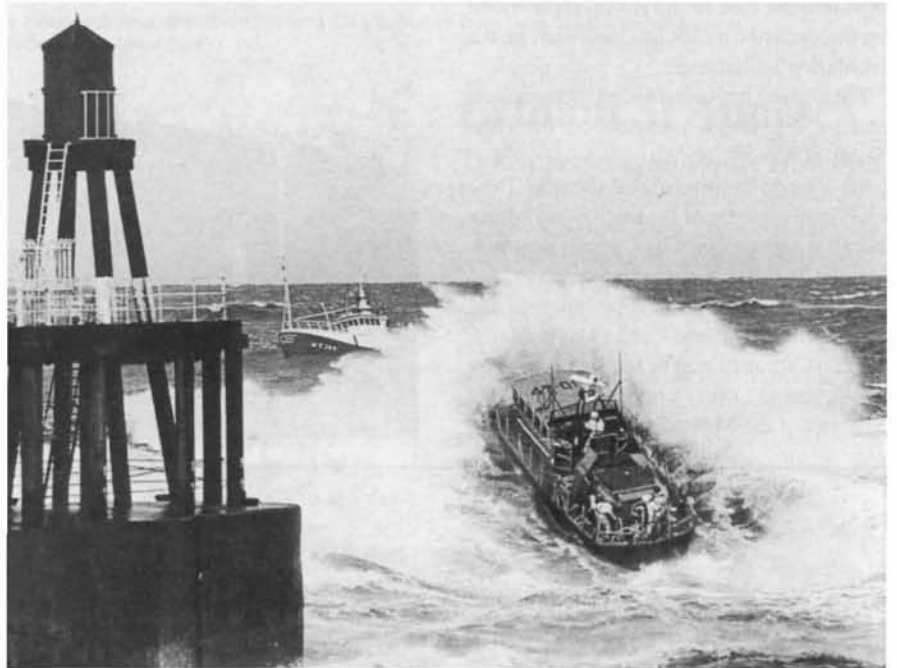
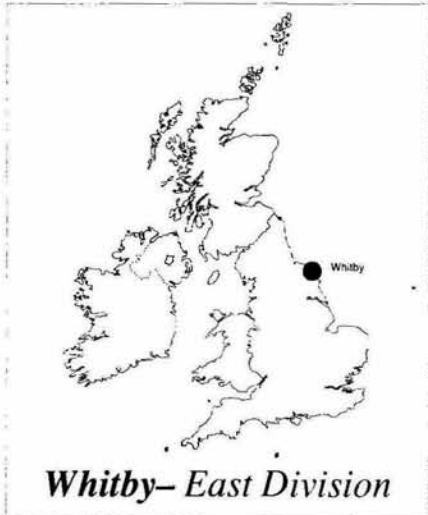
The naming ceremony of the Arun class *Duke of Atholl* at Dundee on 12 May was memorable in many ways. Named in honour of The Duke of Atholl who had been the Institution's chairman for a decade up to 1989 she is also the last Arun class lifeboat to be built and enter service in the RNLI. She will serve in the relief fleet. Full report of the ceremony on page 265. (Photo D.G. Thompson and Co). Inset: His Grace names the new lifeboat.

# Lifeboat Services



LIFEBOAT STAYS WITH CASUALTY FOR MORE THAN EIGHT HOURS

## Help for disabled MFV in severe gale force winds



Whitby's relief Tyne class lifeboat *Owen and Ann Aisher* was on service for some 12 hours on 3 April 1990 when three fishing vessels experienced difficulties with the entrance to the harbour in onshore Force 9 winds and seas of almost 20ft.

The lifeboat had been requested to stand-by at 1150 when the local fishing boat *Nova Venture* wished to enter harbour in the very difficult conditions. The 14 ton MFV was advised that entry would be too dangerous and that she should make for Scarborough, which would be safer.

As she made for Scarborough two larger vessels approached the entrance and in view of their size decided to enter. The 25 ton *George Weatherill* came into the harbour safely, but as the 51 ton *Sophie Louise* approached she radioed that her steering had jammed and that urgent assistance was required.

The lifeboat launched at 1209 and having encountered the conditions shown graphically in the photograph was alongside the casualty by 1335.

Taking the fishing vessel in tow in extremely difficult conditions she took 45 minutes to tow her to the Bell Buoy through broken white water.

It was decided that the entrance to Whitby would be impossible in the circumstances and that the best course of action would be to tow *Sophie Louise* to Scarborough. The tow parted on several occasions during the passage, and each time had to be re-established in very bad conditions.

Scarborough lifeboat arrived to assist but *Owen and Ann Aisher* remained with the casualty until 2200, awaiting sufficient water to enter Scarborough.

Conditions at Whitby were not improving and it was decided to leave the Whitby lifeboat at Scarborough, the crew returning by road to arrive home after midnight.

The lifeboat was brought back to her station the following day, but had remained on

The relief Whitby lifeboat *Owen and Ann Aisher* meets heavy seas as she goes to the aid of the MFV *Sophie Louise*, visible between her bow and the pier head, after the vessel's rudder had jammed while attempting to enter the harbour. (Photo Whitby Gazette)

service throughout as arrangements had been made to take the crew back to her by road if she was needed.

After the service the station honorary secretary, Les Heath, commented: 'Attempting to enter Whitby Harbour is quite hazardous enough without a jammed rudder!'

### Medal service certificates

The names of some lifeboatmen receiving medal service certificates were omitted from service reports in the Spring issue of THE LIFEBOAT. They were:  
**Tenby** - Mechanic Charles Crockford  
**Yarmouth** - Mechanic Robert Cooke and Dr Nigel Reid, station honorary medical adviser.



# Three lifeboats stand by sailing barque in severe weather

Three lifeboats were launched in winds of up to Force 11 when the Jersey registered sailing barque *Kaskelot*, with 17 people aboard, reported that her anchor would not hold and that her auxiliary engine was unable to cope with the conditions on 4 February 1990.

*Kaskelot* was on passage from Liverpool to the Canary Islands and was anchored in the lee of Anglesey when the master contacted Holyhead coastguard at 1812, requesting a tug as his anchor would not hold in the Force 9 winds.

As the tug could not reach the casualty for some three hours, Moelfre's Tyne class lifeboat *Robert and Violet* was launched in winds touching Force 11 and arrived to stand by her at 2120.

At 0016 the following morning the tug *Avon Goch* took *Kaskelot* in tow, with the lifeboat standing by, but by 0246 the line had parted. It was decided to wait for daylight before trying to re-establish the tow and at 0400 the Beaumaris Watson class lifeboat *The Robert* launched in gale force winds and rough seas to relieve *Robert and Violet*, taking over the escort at 0725.

Weather conditions were so severe when the Tyne returned to Moelfre that she was taken to shelter nearby, arriving at 0946.

*The Robert* continued to stand by the casualty, which had reported that the broken



tow line had fouled her propeller when it parted. This was cleared at 0928 and *Kaskelot* decided to make for Liverpool under her own power, escorted by the tug and the Beaumaris lifeboat.

At 0937 Lytham St Anne's Tyne class *Sarah Emily Harrop* was launched to relieve



## Moelfre, Beaumaris and Lytham St Annes West Division

(Left) A dramatic view of *Kaskelot* as she rolls heavily in the severe conditions at 0700. The lights of the tug *Avon Goch* are visible to her right. (Photo 2nd Mechanic John Payne, Moelfre lifeboat)

the Watson, arriving at the casualty at 1110.

She then took over the escort duty, allowing *The Robert* to return to her station at Beaumaris by 1600. Conditions at her station were also so bad that she could not be rehoused for two days.

Lytham's lifeboat, on her first service at the station, continued to stand by the barque following the release of the tug at 1253 and by 1600 the casualty was safely in Liverpool with all crew safe and well.

The whole operation had lasted almost 24 hours and the chief of operations has written to all three stations involved thanking them for their efforts during the long services.

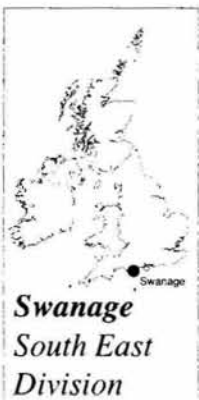
## Bare facts

Swanage's relief Rother class *Horace Clarkson* was called out on 7 May 1990 when a swimmer was reported to have entered the water from a nearby naturist beach and had not been seen for some 40 minutes.

As the swimmer was somewhat lacking in protective clothing fears were being expressed for his safety.

In the event the lifeboat was not required, as before she could reach the scene the naked casualty had been found and helped ashore by friends on the beach.

He was taken to hospital in Swanage suffering from hypothermia.



## Swanage South East Division

# Hazardous rescue on single engine

The RNLI's chief of operations has written to the Newhaven lifeboat station congratulating Second Coxswain Paddy Boyle for his skilful boathandling when he rescued a person from the water on 29 October 1989.

The station's Arun class relief lifeboat *Ralph and Bonella Farrant* had returned from an exercise after developing a fault with her port engine when a telephone call was received at the boathouse saying that a man was in danger of drowning off the western harbour arm.

An immediate decision was made to launch and the lifeboat put to sea at 1230 with only the starboard engine in operation.

The casualty had been swimming in the surf when he was dragged out by the undertow and swept towards the wavescreen at the base of the breakwater.

The wind was westerly, at least Force 6 to 7 and possible Force 8 and the sea was rough,

with a severe backwash at the base of the breakwater.

The lifeboat arrived at the scene at 1239 and the crew spotted the man about 50ft from the wave screen. Second Coxswain Boyle brought the Arun in from the south and with the lifeboat rolling heavily beam on to the sea the crew on the foredeck were able to throw the casualty a heaving line and hoist the man aboard with the A-frame.

The swimmer was taken ashore and did not require any medical assistance, his wet suit undoubtedly helping avoid exposure.

The chief of operations' letter says that the Second Coxswain's immediate decision to launch and skilful boat handling without doubt saved the man's life.



## Newhaven South East Division



# Harwich lifeboats called to power boat on fire



All that remained of the 19ft *Sum Speed* after she caught fire on the River Orwell in Suffolk. Both of Harwich's lifeboats were called to the scene and the photograph was taken from the lifeboat by the crew.

Both of Harwich's lifeboats, the Waveney class *John Fison* and the Atlantic 21 *British Diver II*, were called to an incident on the River Orwell on 18 March 1990.

A moored power boat had burst into flames, apparently when the engine was started, and a nearby yacht had alerted the Coastguard.

*British Diver II* was launched at 1041 and made good use of her high speed to arrive at the scene, a popular anchorage at Pin Mill on the River Orwell, by 1120.

She discovered that the sole occupant of the power boat, *Sum Speed* had been picked up from the water by a dinghy from the yacht which reported the explosion, and had been taken ashore and to hospital suffering from burns. His condition was later described as satisfactory.

The blazing power boat drifted alongside a nearby fishing vessel which also began to catch fire, but the crew of the Atlantic were able to put out this second fire with their extinguisher. *Sum Speed* was settling in the water and sank shortly afterwards, leaving burning fuel on the surface.

*John Fison* had also been launched to provide back-up, and after the Atlantic had liaised with the fire service and taken a representative aboard the badly damaged fishing vessel, to check that the fire was out, both lifeboats remained in the area until the fire on the water was out before returning to their station at 1215. They were refuelled and ready for service again by 1230.



**Harwich – East Division**

## SIXTEEN CREW ABOARD LEAKING SPANISH MFV

# Arun at sea for nine hours in winds gusting to 100mph

The Arun class lifeboat *City of Bradford*, at Ballyglass during the new station's twelve-month evaluation period, carried out a long and arduous service on 11 February which earned the station a letter of congratulation from the director of the RNLI.

The lifeboat was called on service to the 100ft Spanish longliner *Xisti* at 1100 and launched at 1120 in a NW Force 8 with very rough seas. The vessel had reported that she was holed and taking water, although the problem was eventually found to be a leaking stern tube.

The casualty was almost 40 miles NNW of the station and the lifeboat proceeded upwind in deteriorating weather. Within an hour of launching the wind was up to Force 12 and on arriving at the scene at 1345 the crew found seas of 60ft to 80ft running in the open Atlantic.

An RAF Nimrod which had been pinpointing the position returned to base when the lifeboat arrived, and a Sea King and an Irish Air Corps Dauphin en route to the scene were stood down.

The casualty's pumps were holding their own, although the master was concerned that his temporary repair and his pumps would last.

It was decided to head downwind to Killybegs, even though it was 70 miles away, as the crippled longliner would find running down the seas easier than crossing them to the nearest port.

## Ballyglass

### Ireland Division



*Xisti* was escorted by *City of Bradford* for the whole of the passage in winds of around Force 9 and with extremely rough seas.

On arrival at Killybegs and with the casualty safely secured at 2115 the coxswain decided that having been at sea for almost nine hours, and in the prevailing weather, it would be prudent to remain there overnight.

The following day the lifeboat returned to her station – a five-hour passage in westerly Force 9 winds – refuelled and was ready for service again at 1215.



# Lifeboat rescues 33 crew from grounded ship in gales and darkness

A difficult service in very poor conditions in which 33 seamen were taken off a grounded fish factory ship has led to Coxswain Mechanic Hewitt Clark of Lerwick lifeboat station being awarded the Thanks of the Institution inscribed on Vellum. The other five lifeboatmen aboard during the service (Second Coxswain Arthur Sinclair, Acting Assistant Mechanic Ian Fraser and crew members Ian Campbell, William Clark and Iain Tulloch) receive Vellum Service Certificates.

The service began when, at 1920 on 28 October 1989, Shetland MRSC informed Lerwick's honorary secretary, Magnus Shearer, that the Nigerian registered fish-factory ship *Azu* was aground in Brei Wick Bay.

Her exact position was not clear and the honorary secretary informed the coastguard that in view of the darkness and poor weather he intended to have the lifeboat attend the casualty.

## Dark

At 1940 Lerwick's relief Arun class lifeboat *Newsbuoy* cast off and proceeded on service at full speed under the command of Coxswain/Mechanic Hewitt Clark.

The night was very dark, the sky almost completely covered by dense clouds and heavy rain was falling. Visibility was a maximum of one mile and a near-gale was blowing from the east.

Low water had been some two hours earlier and the tide was now flowing south-

Thanks  
on  
Vellum

wards through Bressay Sound at about 2 knots.

The sea was rough as the lifeboat cleared Lerwick Harbour, and the swell gradually increased to a height of 10ft to 12ft as the lifeboat rounded The Nabb and entered Brei Wick.

At 1948 the lifeboat approached the casualty and found the 1,800-ton vessel lying on a south-westerly heading, straddling a rock and with her middle third firmly aground. She was pitching and rolling up to 15 degrees, with her unrestrained derricks swinging wildly out over both sides and her starboard anchor banging against the hull.

## Crew

All the decklights were on and the crew could be seen assembled on the afterdeck. The pilot boat/tug *Knab* had a line to the casualty's stern and was trying to pull her off the rock while *Azu* went astern.

Lerwick  
Scotland  
North  
Division



The coxswain had spoken with *Azu*'s master on the passage to Brei Wick and had been asked to take off most of the crew, leaving only a navigation party on board.

The pilot boat had been reluctant to approach *Azu* too closely as the crew were evidently in a state of panic and it was feared they might attempt to jump aboard, with resultant injury or loss of life.

Coxswain/Mechanic Clark decided to evacuate the crew from a short pilot ladder already rigged between two large fenders hanging over the starboard quarter, keeping his stem to the wash from the casualty's propeller.

## Ladder

Approaching from the west he placed the starboard shoulder of the lifeboat close to the pilot ladder and, controlled, encouraged and timed by the second coxswain, a man was pulled aboard from the ladder.

The lifeboat then came clear stern-first to avoid the roll of the casualty to starboard, and the crewman was taken aft. The lifeboat then approached again, as conditions permitted, and took off another crewman in the same way. This manoeuvre was repeated more than 30 times, in a period of 20 minutes, until 33 men had been safely taken off.

The coxswain was confident that he could deal with the eight men remaining on the casualty in the event of an emergency evacuation and, at 2106, the lifeboat returned to Lerwick Harbour, to land the 33 survivors before returning to the casualty.

The towline had parted and been re-connected in her absence, and with a combination of the rising tide, the violent motion of the casualty, her power astern and the weight on the towline, she came clear of the rocks at 2128. *Knab* and the lifeboat escorted her to a safe area, where she was anchored at 2143, and by 2222 it had been established that the *Azu* was not making water.

The lifeboat returned to Lerwick, was refuelled and ready for service again at 2245.

## Anger over hoax call

Police and Coastguards hit out at a hoax caller after a long sea and air search of Cleethorpes seafront found nothing.

The operation was launched in bitter weather on the night of 25 February after reports had been received of a body floating in the River Humber.

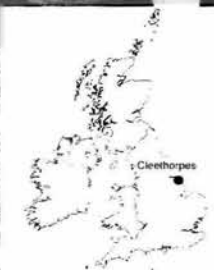
Police checks were later reported to have revealed that the call was likely to have been a hoax.

A spokesman for the Coastguard told the local paper the next day:

'Callers like this not only put the lives of lifeboatmen in danger, they could divert services from a genuine call-out. It was not good weather for the boats to be out last night, but the real worry is that while they were tied up we could have had a real emergency.'



Cleethorpes' D class lifeboat during the fruitless search on a bitterly cold night on 25 February. (Photo Grimsby Evening Telegraph)



Cleethorpes  
East Division

A number of copies of the Spring 1990 issue of the journal were delivered late, due to circumstances beyond our control. We apologise for any inconvenience.



**'They said 'a little flooding on caravan sites'. It wasn't until we got there we realised the depth of it'**

*Geraint Jones, Hon Sec Flint*

**Llandudno,  
Rhyl and Flint  
West  
Division**



# D class lifeboats help nearly 600 people to safety from flooding

The sterling efforts of the crews of three North Wales lifeboats during the severe flooding which hit the area in late February 1990 have earned the stations special certificates of thanks from the Chairman of the RNLI.

The lifeboats were in operation from 26 February to 1 March and while working in difficult, dangerous and extremely uncomfortable conditions helped some 580 people and countless family pets to safety after the failure of the sea wall in hurricane force onshore winds and exceptionally high tides.

In addition to the inflatable lifeboats the crew also used their launching vehicles in the floodwater, where their high ground clearance and the ability to work in a wet environment proved invaluable.

The first request for help came at 1100 on 26 February when the North Wales Police contacted the honorary secretary at Rhyl, to ask for assistance in evacuations at Towyn, three miles to the west of the station. The lifeboat was on its way to the scene at 1130 with five crewmen and subsequently another three crew were despatched to help.

Llandudno's lifeboat was called at 1130 by Holyhead Coastguard and was on its way ten minutes later, and Flint's Land Rover set

**'The Coastguards and the lifeboat service were working all the way through. Even when they got breaks between the high waters they were very short. A lot of people were not aware of the hours we put in'**

*Jim Green, Coastguard*

out for the 25 mile trip to the area just after 1230.

The conditions which greeted the crews were difficult in the extreme, with water up to 6ft deep, currents up to 5 knots, floating debris, and underwater obstructions ranging from collapsed walls to open manhole covers.

The crews from all three stations worked long hours, snatching refreshments at Rhyl lifeboat station and being at work until the early hours of the morning throughout the period of the alert.

Several areas were involved, with Towyn, Pensam and Kinmel Bay all being searched and evacuated at various stages. Many of those evacuated were elderly, sick or disabled and all had to be taken by lifeboat or by Llandudno's Unimog tractor or Flint's Land Rover to a place of safety.

From the first alert in the late morning of 26 February until the highest tides had passed nearly five days later virtually every lifeboatman and helper in the area was involved in the service, some spending up to 19 hours a day in the floodwater. No less than 51 people from the three stations are singled out for special thanks in the chairman's certificates of recognition.

**'There was such a force in the water that the manhole covers were being lifted. You just had to tread gingerly with your feet in the best way that you could'**

*Meurig Davis, Llandudno coxswain*

Although civil emergencies of this nature are thankfully rare, and unlikely to recur in the same area, the RNLI held a special debriefing after the event to see how well its equipment and organisation coped with a series of events which could hardly have been foreseen, let alone exercised.

It was generally agreed that the lifeboat involvement and liaison with the Coastguard were most satisfactory but that other emergency services' communications with their maritime equivalents could be improved.

Suggestions arising from the North Wales flooding are likely to be circulated to other stations in case a similar situation arises in the future.

**'The fire chief was warning everybody about the street lights. It didn't cross my mind that the street lights might have been live under the water'**

*Terry Jacklin, Flint*

Llandudno's D class lifeboat 41 Club 1 makes her way through the Towyn floods with lifeboatmen and firemen aboard. (Photo Philip Micheu)



Not enough water to use the engine as wet, tired lifeboatmen waded through the steets of the flooded North Wales towns. (Photo The Guardian)





## 25 years ago

From the pages of THE LIFEBOAT, June 1965 issue

### SIX NEW STEEL LIFEBOATS

After intensive trials extending over nearly a year the Institution has decided, in principle, to build six 44-foot steel life-boats. They will be to the same basic design as that of the 44-foot life-boats now in the service of the United States Coast Guard. The necessary specification and comprehensive drawings are being prepared, and when they are completed tenders will be invited from firms in Britain and Ireland capable of building such craft

The interest of the R.N.L.I. in this new type of life-boat was first aroused at the ninth international life-boat conference in Edinburgh in June 1963, when papers read and films shown by the United States Coast Guard delegation indicated that this type of life-boat had much to recommend it. A small delegation headed by the Chairman, Captain the Hon. V.M. Wyndham-Quin, R.N., visited the United States, and through the good offices of the U.S. Coast Guard a 44-foot steel life-boat reached Britain in May 1964. Since then trials extending over 5,000 sea miles have been conducted around the coasts of Britain and Ireland, and the life-boat also carried out trials off the coast of the Netherlands.

*(The six steel lifeboats were the first of what became the 44ft Waveney class, the first of the new generation fast lifeboats, and all of which are still in service with the RNLI.)*

### ANNUAL GENERAL MEETING

During 1964 rescue craft of the Royal National Life-Boat Institution received more service calls than in any year since the foundation of the Institution in 1824. This was reported by Captain the Hon. V.M. Wyndham-Quin, Chairman of the Committee of Management, at the Annual General Meeting of the governors of the Institution at Central Hall, Westminster, on 6 April 1965. The meeting was attended by H.R.H. Princess Marina, Duchess of Kent, President of the Institution.

Captain Wyndham-Quin said: "There were a number of reasons for this remarkable occurrence. One was the increasingly successful use of the fast inshore rescue boats, which are now becoming a familiar sight around our coasts. We first introduced these small boats, which are intended primarily for rescue work in the summer months, two years ago as an experiment. So successful has the experiment been that this year we shall have nearly twice as many of these boats in service as we did last year.

"It might, perhaps, be thought that the use of these boats will lessen the calls on the traditional boats. Yet the facts of last year do not seem to bear this out..."

*(In 1964 there were 1,167 lifeboat launches, twenty five years later that figure has increased four-fold to 4,523 - yet another record-breaking year)*

## Today's Lifeboatwomen



In complete contrast to the usual image of the be-whiskered sea-dog lifeboat man Little and Broad Haven's D class inflatable now has three young ladies in their twenties as part of the crew.

All three joined the crew of the year-round inflatable lifeboat in January of this year, and are all members of the local sea rowing club.

Vivienne Whiteright (left in picture) is a primary school teacher, Mandy Clarke (centre) is a sales consultant and Phillipa Lewis (right) is a potter.

The three ladies are the first to serve with the Pembrokeshire station's crew since its establishment in 1882, and honorary secretary Malcolm Phillips said: 'When the girls said they wanted to join us there were no objections, the lads were delighted. They are now part of the crew and will be doing exactly the same work that the men are required to do.'

### Facts and figures

Provisional statistics as at 30 May 1990, show that during 1990:

The RNLI's lifeboats were launched 785 times (an average of some 5 launches a day)

More than 215 lives were saved (an average of 1.5 people rescued each day)

Nearly 27 per cent of all services carried out by lifeboats were in winds of Force 7 and above

Almost 45 per cent of all services were to pleasure craft

There are 259 lifeboats on station, with a further 103 in the relief fleet

119,657 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

# Charities – the American Way

The cry of 'Eureka' is not commonly heard among British students of the American way of life, even when one such British subject has been given the rare opportunity of a seven-week tour of the United States to see how American charities promote themselves.

The deluge of information streaming across the Atlantic is well enough established to allow little that is entirely new to escape practitioners in the field of PR and marketing techniques in the UK. However, there was a great deal to be gained from the visit.

By comparing the public relations officer's task at the RNLI with that of transatlantic counterparts, by spotting the differences as well as the similarities and by examining areas of activity more, or less, developed than in this country it was possible to gain valuable insight into how the RNLI should look to the future in PR and marketing.

There are one or two almost forgivable generalisations about the differences in the physical, social and political climate in which US charities, or rather non-profit organisations as they prefer to call themselves, exist when compared to the UK.

First, the size of some of the national organisations is a culture shock to be overcome. A common experience for Brits in America, of course, but with the RNLI one of the largest charities in the UK with an income of £40m a year one cannot fail to blink at the \$336m raised each year, for example, by the American Cancer Society.

Second, national non-profits in America are much less centralised in their organisation, and many national offices mainly provide guidance and advice to their branches in the various states. The national offices receive little or none of the funds raised in the field and leave decisions on expenditure to state or regional boards.

The incentive to give to charity is still greater for the American individual and corporation, although the days when the entire cost of a \$500 ball ticket could be written off against tax are over. Now only the part which represents a donation is tax-deductible, but there still exists in America the sense that altruism carries greater reward, or at least rebates, than it does in the UK.

It is not only, or even mainly, the background of tax advantages which makes for such strong support of non-profits in the States. Americans have throughout their history looked to their fellow man rather than a government to help out those in need.

Comparisons may be odious, particularly when they are based on surveys which were not asking exactly the same questions, but in a Charities' Aid Foundation survey published in 1989 the average individual's annual donation to charity in Britain represented 0.75% of earnings, while a 1987 survey in America revealed that the average US household donation was twice as high at 1.5% of its annual income.

A facet of charitable organisation which

The PRO's visit to the USA was a Churchill Travelling Fellowship, and the entire costs of the visit were met by the Winston Churchill Memorial Trust.

This article is an abstract from his report to the Trust.

has no real equivalent in this country is the 'United Way', which could almost be described as the voluntary taxation system of America. Those who give to their local, and autonomous, United Way are usually happy to leave it to others to decide how the money should be spent, and local United Ways each have a committee to determine who benefits.

And there are plenty who like to give this way. In 1988 their contributions topped \$2.78 billion, and of that more than 60% came from corporation and small business employees. Collecting funds in the workplace is huge business in America, and one which is dominated by the United Way.

Tax-advantageous payroll giving was intended to encourage similar activity in the UK, but employers and employees in the UK have not showed so much enthusiasm.

## ADVERTISING

Advertising is one method of spreading the word that all non-profits are prepared to use in some form or other, but few are prepared to pay for air time on television or radio for two main reasons.

The return does not justify the cost, and many still rely upon free exposure provided by Public Service Announcements. Until recent deregulation all TV and radio stations were bound to air PSAs, but most stations will still provide free space with one eye on their next licence renewal application.

There are more ways of raising money than there are charities, and this applies to non-profits in the USA. The following are just some of those encountered in America, some of which may translate to Britain – and some may not...

Nationwide links with large consumer companies are less prevalent in America than in the UK, although they do exist often on a more local scale. For example large supermarkets were persuaded to give 5% of their profits for one day to the American Cancer Society, and celebrities were invited to the stores on a day of the week which would normally have been a slack one to attract business.

Probably the most famous promotion in the States is Paul Newman's vinaigrette dressing. Bearing his name and face on the label it is a best-seller throughout America and every cent of the considerable profit it makes goes to charity.

One organisation brings in more than 90% of its funds in what could be described as the biggest jumble sale in the world. The public contributes any item, clothing, household goods and even

The Community Service Director of a Washington TV channel admitted that since PSAs ceased to be mandatory they have less prime time 'slots', but he still sifts through 30 to 50 videos and over 300 written requests each week to select 155 for transmission.

In general appeals for funds stood little chance, although some were occasionally played early on a Sunday morning – or at some other time when there was little danger of many people listening!

The only exception was a major disaster, and two struck while I was in America: Hurricane Hugo quickly followed by the San Francisco earthquake. It very soon became clear how appeals were given generous airtime then, both editorially and in the commercial breaks.

The business of obtaining free advertising is an important part of any non-profit's communications department, and the advertising industry sees it as their job to help them – and there is even a non-profit organisation set up by the industry to do just that.

The Advertising Council adopts five campaigns a year, recruits a volunteer advertising agency and finds free space for the advertisements. Although space and ideas are free, advertisements still cost a considerable amount to produce, and a recent campaign run through the Advertising Council cost \$500,000.

According to an agency, the kudos of handling a respected charity's account is equal in value to the commission they might receive from a commercial client, and both the agency and the non-profit client agreed that in spite of the complimentary service provided, the client controls the campaign.

## EDITORIAL COVERAGE

One fear among UK charities when they became free to advertise on television and radio was that editorial coverage might diminish. So, how do American organisa-

cars, which they no longer need, and these are sorted and resold at shops throughout the USA.

March of Dimes, a birth defect charity, enjoys the patronage of some of the most famous names when it comes to fund raising events in New York and organises an annual celebrities' cookery evening. A long list of 'names' are invited to prepare their own recipes which are judged by a panel of food critics. Tickets cost \$750 each and the guests are not expected to eat what the celebrities cook – a professional banquet is on hand. The event raised \$818,000 last year.

From the sublime to the ridiculous, and from the highlife of Manhattan to the rudiments of agriculture, there is a favourite ploy among Louisiana farmers which has raised a fair few dollars, as well as eyebrows, for the American Cancer Society. A scaled-down diagram of a farmer's field is

tions ensure that media editors take notice of them?

It seems they need to be in the thick of a national catastrophe, or to create their own national event, such as the American Cancer Society's annual Smoke Out Day. A less dramatic alternative is to be seen by the media as a reliable authority as a source of opinion and stories about their cause. A recognised authority soon becomes a reliable source for the press.

Some newspapers or radio stations like to achieve their own charitable objectives and one in San Francisco, for example, runs its own charity, organising a huge running race in the city every year to raise money.

Most national offices of the non-profits encourage their regional colleagues to create strong links with local media, as does the RNLI, but by their own admission, the San Francisco chapter of the American Red Cross was not well set up when the earthquake struck last October, and illustrated several potential pitfalls.

For example, the press had access to a large number of sites where the Red Cross were administering aid and were thrusting microphones in front of anybody wearing a Red Cross badge. One volunteer, when asked what was most needed at that moment, replied that he needed a particular type of window winder. Within minutes, and for



The RNLI's PRO, Edward Wake-Walker receives a commemorative medal from Her Majesty the Queen after his return from the USA.

divided into squares and, when all of the squares have been sold for a dollar, a well-fed cow is released into the field in question.

The animal is followed by the watchful participants until nature inevitably takes its course... and the winner is the 'owner' of the square in which the first cow pat lands. Could it ever catch on in our agricultural counties?

A more sophisticated form of gambling was used very effectively by the United Way in New Orleans at a casino evening. Chips are bought and lost in the usual way until at a pre-ordained time the gaming ends and an auction of donated goods is held. Anyone fortunate enough to be up on the night can then bid using their chips, which cannot be refunded in any other way.

Finally, I wonder if anyone has spent an evening at an Auction of Bachelors in this country? In this hugely popular fund raiser a string of bachelors is paraded before an all-female gathering which is invited to bid for the pleasure of a date with the man of their choice.

several hours, the phone lines were jammed with offers of window openers.

It was interesting how differently they were able to deal with Hurricane Hugo. Knowing in advance that disaster would strike the media director flew down in readiness for the storm, as did all the press. By the time the storm hit the PR representatives of all the local Red Cross chapters had been briefed, and approaches made to all TV and radio stations offering experts to provide useful information.

As a footnote it is perhaps comforting to discover that there are those who suffer similar problems in attracting press attention as does the RNLI. Portland Mountain Rescue is an organisation not dissimilar in constitution to the RNLI. It had a familiar tale to tell about difficulties in interesting the press in a volunteer team which had been out for hours searching for lost climbers, with only the final helicopter airlift mentioned in the news. Aircraft seem so much more glamorous to the press than their surface-borne colleagues.

#### BRINGING IN THE FUNDS

The devolved nature of all large non-profits in America means that to find out how fund raisers go about their business you need to visit the state headquarters, away from national offices.

In a recent survey Americans had shown their preferences to different fund raising approaches: those made at work were among the most popular, those at the home least so – apart from direct mail which does not appear to worry them.

The level of infiltration into the work place achieved by the United Way is remarkable and many companies form their own committees to organise United Way collections. Impressing your boss and your peers is a major spur to those who give or collect money for the United Way at work, and the company also gains kudos if its employees are seen to return a generous amount.

The organisation does however work hard to keep a high profile in the workplace and runs its own programmes for the benefit of employees. Courses can be on subjects as diverse as how to combat stress or where to find child minders for working mothers.

It is difficult to refuse to help an organisation which is already helping you, as one Chapter of the American Red Cross also discovered. In one direct mail campaign they experimented with an area more accustomed to seeing the Red Cross ministering to the neighbours than asking for money. Responses came from 20% of the mailing list, compared with a 3% return from the normal, more affluent target groups.

#### DIRECT MAIL AND TELEPHONES

The USA citizen expects direct mail and responds well to it. The American Cancer Society works its existing donors hard. In

#### THE US COAST GUARD

While the US Coast Guard is government funded, and is not a charity like the RNLI, it carries out many similar functions to the Institution and their Washington headquarters was an obvious port of call while in the US.

The Coast Guard deals with a large and varied amount of work, from pollution, life-saving, drugs control, fishery protection to boat safety, and the Public Affairs Department's work-load is high. The Coastguard has advanced systems which include a direct computer link with all stations and regional offices, and one which provides Associated Press Agency news reports of all Coastguard associated items.

The Coast Guard also produces Public Service Announcements which are handled in exactly the same way as those sent in by non-profit organisations.

Although the Coast Guard does not have to appeal for funds like the RNLI a good public image is important as it depends on politicians looking favourably on their budget allocation each year. Their public image is good on the whole, although they have a disadvantage in having the authority to board a vessel and inspect it for safety devices, which gives people the impression that they are invaders of privacy.

Indiana for example there are seven mailings each year, and everyone who has given once – even to house-to-house collectors – will have their name and address added to the list and be sent a couple of reminders in the year.

Those who do not respond are likely to be reminded by a telephone call thanking them for their past support and gently suggesting it is time for another – at a figure slightly up on their previous contribution.

People are reportedly not offended and with local calls costing nothing, and the staff volunteers, the time is profitably spent.

One local charity was planning a similar exercise but this time the calls would be made to people who had not previously supported their cause, and whose names and telephone numbers would be obtained from bought lists.

#### LEGACIES

'Showing gratitude in advance' is one way that American non-profits attempt to encourage legacies for their cause. In some cases, such as appeals by universities and colleges, a donor-to-be can have a new building named after him during his or her lifetime – if they have provided the money for it in their will.

None of the organisations enjoyed a legacy income as proportionally significant as the 60% of the RNLI, with the American Cancer Society coming closest with about 26% of the income in its 1988 report.

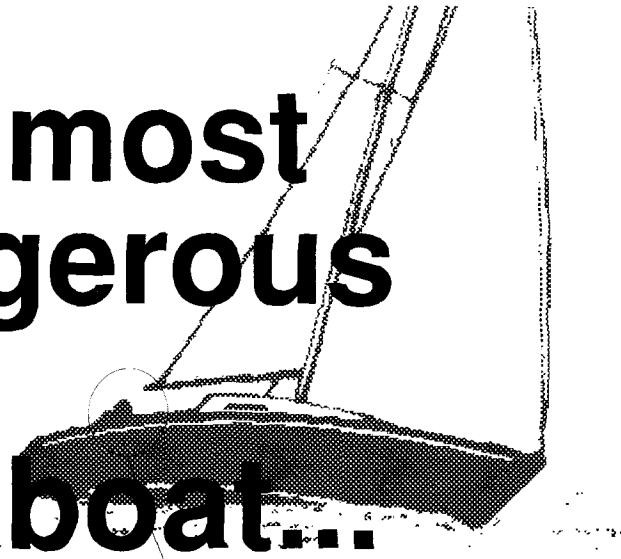
#### IMPLICATIONS

Although there are many differences between US non-profits and UK charities, and indeed between our two societies, there are also similarities. The chance to examine the American way and to compare it with our own was indeed valuable, and although some of their methods may not yet translate into the UK's way of thinking there is no doubt that most American trends eventually find their way across the Atlantic.

Forewarned is forearmed!



# The most dangerous part of a boat...



... is the skipper

A small crowd of experienced yachtsmen, all with one key element in common, are bobbing around on a yacht in the Solent when suddenly they are thrown into a surprise helicopter rescue by the Coastguard...

What is the key element which links the participants in this scenario? The yachtsmen are all would-be RYA Yachtmaster instructors, and this practice 'rescue' is just one part of their gruelling five-day RYA Instructor training course.

The Royal Yachting Association, the governing body for the sport of yachting in this country, realises that the most dangerous part of a boat is the skipper. However much safety equipment may be aboard the boat, it is the ability, knowledge and attitude of the person in charge that is vital for safety in an emergency situation. And it is those same skills that will help towards preventing such a situation arising in the first place.

No wonder then that the RYA places so much emphasis on training, from the complete beginner to round-the-world racing yachtsmen. And, like the RYA itself, the training schemes cater for yachting interests across the spectrum – from family cruising to Olympic-class dinghy sailing.

## The teachers

Teaching the teachers is the first stage in passing the message on to the staggering 80,000 people who attend some form of RYA training course every year, and that includes assessing the instructors on their attitude to safety. However much knowledge a would-be instructor may have, if he or she does not have the right attitude to safety, they will fail.

All training could be described as 'crisis prevention', and learning good seamanship and navigation is learning how to participate safely. However, every RYA course and all books and films also contain a high content of specific 'safety' training including information on emergency procedures, man overboard recovery, harnesses, fire prevention, distress signals and collision avoidance.

It is not much good having flares and lifejackets on board if the skipper, who might himself fall overboard, is the only one who knows where they are. Small things, like a guided tour of the boat for every new crew member, may seem rather silly in the quiet of the marina, but they could make all the difference at sea.

Luckily the RYA does not devise its training schemes in the isolation of its Eastleigh headquarters. In addition to consultation with instructors, schools, and the Department of Transport, there is a constant dialogue with the RNLI.

That important line of communication means that the most common causes of Coastguard involvement and lifeboat call-out can be addressed directly by updating the course syllabus.

For example, the inclusion of basic engine maintenance in many RYA courses is a direct result of analysis of the 1988 RNLI statistics – which pinpointed the large number of calls from motor cruisers and auxiliary yachts which had got into trouble because of engine failure.

## Self sufficiency

All courses attempt to increase the level of self-sufficiency among skippers, and the revamped Motor Cruiser Training Scheme now teaches pupils what checks to make on an engine and the most likely reasons for malfunction. In addition the sailing courses train people how to sail in tricky or tight conditions, so that even if an auxiliary engine fails they could sail into a harbour and pick up a buoy.

Although the main message running through all RYA courses, publications and videos is 'don't get into an emergency situation in the first place' the second element has to be 'what to do if you do'.

Once a distress call is deemed necessary it is very important to call early, and in daylight if possible. The RYA video 'Life on the Line', produced with the help of the RNLI, is ideal for demonstrating situations which cannot be practised by yachtsmen on either shore-based or practical training courses.

The video runs through a lifeboat rescue, rescue by helicopter, a fire on board and abandoning the yacht to a liferaft, and stresses that once help has arrived the most important thing to do is what you are told.

Yachting is a growing and changing sport. Not so long ago, motor cruisers managed a

sedate 10 knots, if they were lucky, and fast planing was left to the sportsboats. But in recent years the comfortable semi-displacement motor cruiser which can match its sporty brother in speed has become more and more popular.

With more and more people taking to the water under power as well as sail it is not surprising that the RYA is keen to make motor boat enthusiasts feel as welcome at all the various courses as the sailing yachtsman. That counts for both the newly revamped Motor Cruising Scheme and the Day Skipper and Coastal Skipper/Yachtmaster shore-based courses.

## Windsurfers

Windsurfers are another difficult group to contact. Once they have a board, a car and a roofrack, the average windsurfer is pretty self-sufficient, and unlikely to join a club or to participate in organised events.

This is where RYA Windsurfing can help, by providing advice and a point of contact. The newest section of the Association, which has devised seven common sense rules – which run through all its courses, videos and booklets – as a useful guide for individuals launching from the beach. The safety theme also runs through its new magazine 'Waterstart', sent to its ever-growing numbers of windsurfing members.

Both the rescue services and the training courses have to adapt to new craft and the situations they create. The public need to be informed and trained. Nothing can ever fully prevent, or prepare you, for that one disastrous eventuality, but knowing how to cope is a long way further down the line to a successful outcome.

**Belinda Stannage**  
of the  
**Royal Yachting Association**

outlines the ways in which it is tackling the situation at its roots with an expanding range of training schemes.

**For information on membership or on RYA courses contact:**  
**The Royal Yachting Association,**  
**RYA House,**  
**Eastleigh, Hants SO5 4YA,**  
**Tel (0703) 629962.**



# The Fund Raisers

## Anniversary Morning

Market Harborough ladies' guild celebrated its 21st anniversary year by holding a birthday coffee morning at the home of Mrs Roland Orton, president and founder of the guild.

The party was to thank all members and supporters, and a competition, to guess the amount the guild had raised over the 21 year period (£73,724), was won by a past member of the committee Mrs Judy Brown.

Mr Richard Mann, regional organiser for Central England, presented Mrs Orton with a commemorative Grace Darling mug, and a celebration cake – decorated with the RNLI flag and lifeboats – was cut and served to all the guests.

## In brief

A CHILDREN'S fashion show with the young models wearing clothes from 'Bubbles' Children's Wear and organised by **Caterham and District** branch raised approximately £300.

MISS TRACEY Oliver, daughter of Cullercoat's deputy launching authority, obtained 306 sponsors for the Great North Swim in April of this year and presented **Cullercoats** branch with a cheque for the magnificent sum of £830.

DOW CORNING, a company in Barry, South Glamorgan, has adopted the Barry Dock lifeboat, and to help with the running costs presented a cheque for £1,000 to the coxswain, Ray Finn.

A MUSICAL evening held at Clandon Park, near Guildford, raised over £900 for **Woking** branch. The evening took the form of a recital by the Silk Street Brass Quintet, which comprises five students from the Guildhall School of Music and Drama. Their repertoire ranged from Fats Waller to Mozart via West Side Story.

THE JUNIOR section of the 2nd Alton Company Boys Brigade overwhelmed the chairman of **Alton** branch by presenting her with 42lb of used stamps! A recent fashion show organised by the branch raised £380.

A CONCERT by The Suffolk Military Band at the community centre in Needham Market raised £725 for the **Stowmarket and Needham Market** branch including £90 worth of souvenirs sold in a record 15 minutes.

THE ANNUAL Festival of Real Ale held at Ealing Town Hall raised over £70 for **Ealing** branch, this being in addition to the £246 previously donated by the organisers CAMRA.

THE ANNUAL dance held by **Mudford** ladies' guild at Hoburne Caravan Park raised more than £500. At the event Mrs I. Beswick, a founder member of the guild, was presented with a framed certificate of thanks.

## For those in peril on the High Street...



A new 'mascot' for the Eastbourne branch was unveiled when lifeboatmen boarded a completely different form of transport.

Eastbourne Buses has boosted publicity for the local lifeboat by having one of its buses emblazoned with the RNLI logo.

The RNLI is the favourite charity of Mr David Howard, the company's managing

director, and there is a strong connection between the lifeboat and the buses. Two of the inshore lifeboat crew, Ian Stringer and Malcolm Hollobone, are engineers at the bus depot.

Pictured from the left are: lifeboatmen Andy Huggett, Martin Charlton, Bob Billick and Mr Howard.

*(Photo Eastbourne Herald)*

## Gingering up the RNLI

Around Christmas time each year Miss Louise Hood of Cullercoats raises money for charity. This year her efforts were on behalf of Cullercoats branch, and she made the splendid sum of £602 by selling her home-made ginger wine at 50p a bottle.

Apart from making the wine, Miss Hood also collected and filled 1,200 bottles before putting the wine on sale at the local St George's Church every Sunday morning.

## Buckets of coins

Visitors to the British Sub-Aqua Exhibition and Festival of Underwater Sport held in April at the National Sports Centre, Crystal Palace were greeted on arrival by a large contingent of the Lewisham branch, who had arranged a bucket collection.

The event was a huge success, raising £2,732 in coins of all denominations, and a further £500 was raised on a souvenir stall.

## Stepping out

Mr Wilf Deadman of East Grinstead has been instrumental in raising over £3,700 for Newhaven lifeboat, mainly through his organisation of two sponsored walks.

His first walk in 1988, organised in conjunction with East Grinstead 'Early Bird' CB Radio Group, raised £1,300.

Most of the money was used to purchase a new Decca navigator for the station's Arun class lifeboat *Keith Anderson*.

His second sponsored walk raised £2,400, £500 of which came from a donation from the Amey Roadstone Company.

On this occasion the walk was organised with the East Grinstead Rover crew and a small amount of the money was used to fund a new portable VHF radio for the station's Y boat.

Wilf has also sold many pounds' worth of souvenirs, plants and so on in aid of RNLI funds.

## Records broken

The Edinburgh Ladies' guild have once again broken all records with their annual flag week collections.

With some 2,400 collecting boxes, distributed through more than 100 conveners who effectively cover the organisation of collections in major city offices and stores, the city centre and the vast expanse of house-to-house collections, showing an increase of more than £3,000 this remarkable team effort topped £37,500, with more still to come.

## School aid

Four nine- and ten-year-old girls in the third year juniors at Courtwood School, Croydon, decided to organise a sponsored piano playing session during Lifeboat Week 1990.

Antonia Maxwell, Nikki Basken, Louise Piggen and Helen Wylie played non-stop for half-an-hour during their lunchtime and raised £40.90, in addition to the amount collected in the school's collecting box.

At another school in Croydon, the fourth year junior class at Forestdale decided to hold a sponsored silence during Lifeboat Week and they raised £40.87 in addition to their school's collection.

A splendid effort by all the children concerned. The piano players are already talking about next year!

## In brief

THE GREEN MAN at Ickleford, run by Mr and Mrs Andy Simmons, held a beach party recently, despite the lack of sea or sand, and raised £150 for Hitchin and District branch.

A MOST successful lunch and fashion show was held at the home of Mr and Mrs Townhill and raised £635.50 for Withernsea Ladies' guild.

AS PART of their fund raising activities in 1989 the Nottingham Flag Day committee raised more than £1,500 in a prize draw. Many prizes were presented by local businessmen and the draw was made by Alison Nicholas, ladies' champion golfer.

IN WORTHING a pub between the town centre and the seafront has supported the RNLI admirably during the past year. Imbibers at JB's Bar have been instrumental in raising a total of £1,850 for the Worthing branch, and £850 has been donated by the branch to the Shoreham lifeboat appeal.

TWO HUNDRED guests danced to the music of the New Riverside Jazz Band at a Celebration Ball held by Barrow-in-Furness Ladies' guild to mark the 125th anniversary of Barrow lifeboats. A splendid buffet prepared by the guild was enjoyed by all present and £1,800 was raised for lifeboat funds.

## Swimming Sid



Emsworth harbourmaster Sid Kennett is well known for announcing 'there's room for a goldfish to swim' if his pint glass is not filled to the brim, but he was left speechless when Jan Jackson, landlady of the Bluebell Inn decided to serve him a pint with a real live goldfish in it!

The goldfish, which pub regulars named 'Sid', was raffled and raised £100. The money was handed over to Thelma Parham, chairman of the Emsworth

branch, with Sid and his partner Ruben as guests of honour.

Sid and Ruben now swim happily behind the bar at the Bluebell in a proper bowl and Jan intends to carry on raising money for the RNLI. She says, however, that she will not be serving up any more pints with goldfish in them! She is pictured left in the picture with Thelma Parham, Sid Kennett and the other Sid.

(Portsmouth Publishing & Printing)

## Barqueing up the right tree

Benfleet Yacht Club's annual dinner in aid of the RNLI raised a record amount for the Benfleet branch this year. Members and guests were entertained by local singlehanded transatlantic sailor Roy Hart, who persuaded (with little difficulty) those present to dig even deeper into their pockets than usual, and the Club itself generously rounded up the total amount to a grand £1,300.

A further £26 was raised from entry fees for the Paper Boat Race held each year. Entries must not exceed 12in overall length, and the hull must be constructed of paper. Open to all comers, craft are required to sail 100 yards across the creek and the degree of sophistication varies from plain folded paper to four-masted barques with self-steering gear!

## A model event

Area organiser Dennis Walker provided the climax to a successful spring fashion show at Ditchling village hall when he appeared in full lifeboatman's gear to bring home to the audience the cost of each item of equipment.

Dennis undertook the modelling assignment when crew members of Shoreham lifeboat declined the offer to walk the catwalk!

The show was in aid of the Shoreham Harbour lifeboat appeal and raised £1,000 towards its target.

## Doubly safe

Two more donations have been presented to the RNLI by Western Geophysical/Shell UK.

Both Lerwick and Aberdeen lifeboats have benefited to the tune of £10,000 each from the safety incentive scheme which saw the crews of *Western Cove* and *Western Challenger* achieve an accident-free contractual period with Shell Expro.

The first donation was presented to Teesmouth lifeboat and a full report of the safety incentive scheme appeared on page 242 of the Spring issue of THE LIFEBOAT.

## One more time...

At the beginning of 1989 chairman of the twelve Port of Liverpool Ladies' guilds, Mrs Mary Bibby, asked each guild to make one extra effort on top of their normal fund raising to aid the Mersey Lifeboat Appeal for a new lifeboat at Hoylake.

In February of this year Mrs Bibby was delighted to hand over to Sir Kenneth Oxford, chairman of the appeal, a cheque for £1,205. All the more gratifying since the guilds had already raised £83,223 for the Institution's general funds during 1989.

The last date for copy for the Autumn issue is the end of August 1990



## Top box

The winner of the New Milton/Barton-on-Sea branch Top Box Competition last year was the La Dolce Vita Restaurant in New Milton.

The Roderick Cup is competed for annually by all local shops, restaurants, pubs and so on who hold an RNLI collecting box and is awarded to the box which collects the most money. The trophy for 1989 was presented to Mrs Theresa Minardi of La Dolce Vita – whose box held £118 – at the annual general meeting of the branch in January.

There are more than 100 boxes over the whole branch area and the sum collected last year amounted to £1,410.

The New Milton & Barton branch raised a total of £15,950 in 1989 through a variety of events ranging from lifeboat week collections, coffee mornings, jumble sales, barbecue lunches and a summer fair held in the grounds of the Cliff House Hotel looking out to the Isle of Wight – this event raised a splendid £2,400.

## Lions and sailors take a ducking

A duck race was held by the Reading Lions Club in conjunction with the Thames Valley Cruising Club. No less than 2,500 plastic ducks were dropped from a bridge into the

Kennet and Avon canal and floated downstream for 200 yards.

Three prizes were awarded for the winning ducks, which were all sponsored by the general public for charity. The Thames Valley Cruising Club donated their part of the collection, amounting to £200, to the RNLI.

## Slippery slope

There have been many methods of raising money for the new Jersey lifeboat but Jersey school teacher Josephine Lakeman's contribution could be unique. She took part in the 42km Engadin cross-country ski marathon in Switzerland this March, completing the arduous event in 3 hours 12 mins.

With sponsorship from her family, friends and colleagues Josephine raised a magnificent £900.

## Boat boost

Shoreham Harbour lifeboat appeal has received a boost in the form of £8,000 from the Ancient Order of Foresters Friendly Society.

Mr Jim Howes, High Chief Ranger of the Order presented the cheque to Mr John Harrison, who is chairman of both the Shoreham Harbour station branch and the Shoreham Harbour appeal committee, as well as being a member of the RNLI's committee of management.

## Marathon men... and woman

The chairman of Littlehampton fund raising branch, Anthony Williamson, was lucky to be awarded one of twelve places offered by The Times/Unisys London marathon appeal. Anthony had not been able to get a place in the original draw but the Shoreham Harbour lifeboat appeal was judged one of the twelve most deserving fund raising causes to support and won one of the 12 places allocated to The Times.

Anthony finished in under four hours, a personal best, and apart from getting cramp at 23 miles and the nation seeing his leg being rubbed on television, he was able to get round without stopping. He has so far raised £4,000 for the appeal.

Another competitor, David Stratford, honorary treasurer of Croydon branch, has completed three London Marathons, including the 1990 event, and through private sponsorship from his family, friends and fellow members has donated £1,750 to branch funds.

A lady runner, Miss Janine Long, took part in the Poole Marathon and completed the course in 4 hrs 38 mins. In doing so she raised £450 which will be used to buy equipment for the Poole lifeboat. Thanks must also go to Coxswain Steve Vince, who ran with her and encouraged her over the last four miles. Janine is the girl friend of one of the crew members of Poole lifeboat.

## Grand celebration



In October 1989 the Lytham St Annes Ladies' Lifeboat Luncheon Club celebrated its 25th anniversary, and at a party held to celebrate this, and the director's, 25 years with the RNLI, Lt Cdr Brian Miles was asked to help cut the magnificent cake.

Pictured from left to right are: Lt Cdr Miles, Mrs Peggy Chiotides (chairman), Mrs Margaret Bullough (president), Councillor Wilfred Callon (mayor of Fylde) and Andrew Ashton, coxswain of Lytham lifeboat.

(photo Lytham St Annes Express)

## In brief

THE CROWDALE Orchestra gave its services free for an evening of nautical music at the Institute Hall in Hampstead. Organised by **Hampstead Garden Suburb** branch the programme started with The Hebrides Overture, followed by the Pineapple Poll Suite, pieces from South Pacific and concluded with a rousing Rule Britannia, with the audience joining in vociferously! This very enjoyable evening raised a splendid £1,089.

DURING London Lifeboat Week this year the management of the Broadway Shopping Centre in Bexleyheath once again allowed the **Bexleyheath** branch to have a stall in the centre for three days. The sale of souvenirs and the contents of the collecting box amounted to almost £700 which, in addition to the normal street collection, raised a record £3,126.

A CHEQUE for £103.60 was received at headquarters from Mr I.M. Wright of the Wimborne Lodge of the Loyal Order of Moose. The Order is dedicated to raising monies for charity and to raise this amount Mr Wright volunteered to attend a function in 'unusual' evening dress if he was sponsored. People's imagination ran wild, concocting all sorts of attire, but in fact he wore his kilt plus all accessories!

HARTLEPOOL lifeboat station received a cheque for £300 from the Prudential Assurance Company recently. They had generously sponsored the Hartlepool Scottish Country Dance Group who gave a dancing display in aid of the **Hartlepool** branch.

### A question of money

There was a record attendance of 220 supporters and friends at the Lifeboat Family Evening organised by the Woodbridge and District branch at Woodbridge community hall.

The guests of honour from Lowestoft lifeboat station, honorary secretary Mike Chapman, Coxswain John Catchpole and Emergency Mechanic David Barnard, took part in a Question and Answer session. The audience, which included the Mayor, Councillor N. Twigg, got some idea of what it was like to be at the 'sharp end' during a rescue at night in atrocious conditions.

An RNLI film was shown, souvenirs were sold, the Lifeboat Enthusiasts' Society showed some excellent models and a 'Where did the lifeboat go?' competition tested the skills of many sailors present.

All told, the evening raised £700, which included £180 from the auction of a tapestry by Catherine Clarke. In addition the ladies of Wickham Market Flower Club kindly donated the flowers for auction from their splendid floral arrangement in the foyer.

### Spitfire shoot-out

The Spitfire Shoot, Stockbridge, held its second annual RNLI Challenge Shoot (clay pigeons) in April and raised £1,321 for Stockbridge branch.

Organised by Peter Harding, 13 teams competed for the RNLI Challenge Trophy, shooting eight sporting stands and finishing with a 100-bird flush. This year the victors were Nigel Handscombe's team of pig farmers, some of whom had travelled from Cheshire.

Presentations were made by Councillor Maurice Jones, chairman of Hampshire County Council and Rear Admiral Graham, chairman of Stockbridge branch, received the cheque.

### In the long run...



Sprinting in to the 'finish line' at Dover Edward Jones checks in with his contribution to the RNLI's funds.

Edward had met the crew of the Dover lifeboat while on holiday in the area, and was so impressed by his brave new friends that he decided to help with their fund raising.

Having raised £750 by taking part in the New York marathon he is pictured bounding in to hand over the cheque to Tony Hawkins, coxswain of Dover lifeboat – not having run all the way from New York we hasten to add!

*(Photo Folkestone Herald/Citizen)*

### A plop in the ocean!

A village gala organised by Mrs Ruddock, a committee member of the Lincolnshire lifeboat appeal, provided its visitors with a novel attraction and raised £2,054 for the appeal.

An area of the site was scaled down and put on a map. Visitors were then invited to pay 50p for each section of the area until every space had been sold. Then came the interesting bit!

A pony was allowed into the allocated area to roam at will until the time came for ponies to do what ponies must naturally do. The area of the site first used by the pony was judged to be the winning section, and the owner of the relevant ticket won a prize!

Another similar contest was organised in Devon by the Port Isaac branch but this time the animal was a cow! The event, which included a buffet lunch held afterwards at a nearby hotel, raised over £500 for branch funds.

*(We do not believe we have carried a report of this inventive type of fundraising before, and it is a curious coincidence that it is mentioned in Edward Wake-Walker's account of American fund raising on page 274 of this issue – Ed)*

### Rags to riches

For the past few years the Honley & Brockholes branch have taken part in the Huddersfield Polytechnic Rag Parade.

When the students have a share-out at the end of the day the branch receives a donation for taking part, and over the last two years the students have provided £350.

Last date for copy for the Autumn issue is the end of August 1990

### A handsome pair!

Two of the collectors from the Birmingham branch attracted the attention of shoppers in the City Centre by wearing RNLI equipment and collecting next to an Atlantic 21 lifeboat.

The two collectors were part of a large team from all the Birmingham guilds and branches who were collecting on Birmingham Flag Day. The collections raised over £13,000.



# Your Letters



## Kits and pieces

Sir – I would like to point out to Mr C. J. Richardson (Your Letters, Spring 1990 issue) that there are several lifeboat models on the market.

Two models are currently available as complete kits and a number of manufacturers of glassfibre hulls also include a lifeboat in their range. The information I have gathered is as follows: Atlantic 21 – 1/12 scale kit (Lesro); Waveney – 1/20 scale kit (Billings, conversion of US Coast Guard cutter). If these cannot be ordered through your local model shop a look through one of the specialist magazines will give a shop where it can be ordered by post.

Plans only: Rother (1/16 scale), Atlantic 21 (1/8), Liverpool (1/16), Barnett (1/16) and Tyne (1/20) from Argus Specialist Publications, Argus House, Boundary Way, Hemel Hemstead, Herts. A styrene Tyne hull is also available from the above.

Plans are also usually available from the Poole HQ, and appropriate charges are made for plans from this source.

Glassfibre hulls are available from a number of manufacturers and I know of Arun (hull and deck), Brede, and Waveney with the scale varying from manufacturer to manufacturer.

I hope that this information is of use to other readers, and if anyone would like any further information I can be contacted at the address below.

**Dave Wilson**  
99 Partridge Close  
Thornhill, Dewsbury  
West Yorkshire WF12 0HS

## Agnes Cross at Dover

Sir – You kindly published my letter about *Agnes Cross* in the Summer 1989 issue of *The Lifeboat*, which generated some interest and brought me a number of letters.

One was from Mr Patrick Donovan of St Margaret's Bay and we have since kept in frequent contact. He tells me that his painting of *Agnes Cross* picking up soldiers from small boats off Dover during the Dunkirk period is to hang in the Dunkirk exhibition at Dover.

I have the official list in front of me and from 31 May to 18 June *Agnes Cross* picked up from small craft 60 English, French and Belgian soldiers – some wounded, some exhausted. The final service before the Dover station closed was the rescue of seven men from a dive-bombed coaster in convoy off Dover.

**Sid J. Hills BEM**  
Retired Staff Coxswain  
Cowes

## Model register

Sir – I am compiling a list of lifeboat modelers who would like to display their models at RNLI fund raising events around the south, covering an area from Eastbourne to Poole. The idea is to display working models (radio control), but static ones would be welcome.

I would like to let readers of *THE LIFEBOAT* know that we are here and willing to help out at events, and also that if there are any modelers out there who would like to join us they would be welcome.

The only things which we require at events are a few tables and some water. We don't mind salt water and will sail in the sea.

**Tony Oliff**  
2 Elderfield Close  
Emsworth, Hants

## Changing Times

Sir – I came across the enclosed advertisement in the Ward Lock Red Guide to the Broads for 1933/1934.

Your present fund raisers might like to see the target so clearly quantified. I suppose it is possible that some of the more senior fund raisers might have been helping at that date.



**Frank Sanders**  
Guildford, Surrey

## Where are you Mr Commodore?

Sir – I am a member of the Rochester Cruising Club and we have decided to try to trace our ex-commodores to compile a potted history and, where possible, obtain a photograph for our archives.

I have been assigned to 'find' two such commodores and it crossed my mind that, albeit they may be elderly now, they would probably be members or past members of the RNLI as nearly all our present club members are.

So, a shot in the dark, and even then I

can't give you any information except their names and the years they were commodores, apart from assuming they may live in Kent.

The two I am trying to trace are J. Roberts (Commodore 1956-58) and A. Rogers (Commodore 1959-60).

I am also trying to trace previous commodores going back to the 1930's, although I do not have any names.

**Miss J Adams**  
Riverside, College Avenue, Maidstone,  
Kent ME15 6YJ

Marine artist Patrick Donovan has produced this evocative watercolour of *Agnes Cross* picking up survivors off Dover during the Dunkirk evacuation

He writes: 'Mr Hills tells me that she did this on a number of occasions during the period of the withdrawal without air or naval protection, unarmed and in her pre-war colours. To me this captures 'The Spirit.'







# Membership News

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

## Active Membership

The numbers of those joining the Institution's membership scheme have continued to grow apace during the early months of 1990, and the active membership now totals 27,142 Governors and 135,660 Shoreline members.

It is also pleasing to note that the Storm Force membership continues to grow, with 11,900 members and 140 groups.

## Remember Campaign 1989

It has already been reported that this campaign was, regrettably, not as successful as was hoped when it was launched in 1989. It is now very clear that the funds provided by the campaign will not be sufficient to fund a new Mersey class lifeboat.

It would seem that perhaps the money raised as a result of the campaign should be used towards the upkeep and maintenance of *RNLB Shoreline* which, of course, is the lifeboat originally funded by the membership. This lifeboat is still in active service at Arbroath, having been transferred from the Blyth station some eight years ago.

Since *Shoreline* entered service in 1979 she has launched on service 41 times.

## Directly Successful

On a happier note, our direct debit/covenant campaign has continued, with at least a 5 per cent success rate, and we are indeed grateful to everyone for their support. Our continuing aim is to increase the membership, and we must set our sights on reaching the 200,000th active member. Is the total within our grasp by the end of 1991?

Remember that we have an attractive recruitment leaflet and would be delighted to send members a dispenser and leaflets which can be displayed in a suitable place so that others are encouraged to join the membership scheme.

## Branching Out

There are nearly 2,000 Branches and Guilds spread around the UK and Ireland, and every one of them would be pleased to receive help with local fund raising events from any member. The telephone numbers of Regional Offices

### Useful Cuppa

Member Howard Watling has hit on a good way to increase the membership from his 'Copper Kettle' in the yachting town of Burnham on Crouch in Essex.

Anyone showing their RNLB membership cards is entitled to a free refill of their tea or coffee cup, but Howard keeps a supply of application forms handy and anyone who fills one in there and then still qualifies for their free cuppa!

## Kay's Great Day

Eight-year-old Storm Force member Kay Metcalfe had a day to remember on 22 May when she was an honoured guest at the RNLB Annual Presentation of Awards at the Festival Hall, London.

Kay, who lives in Guildford, Surrey and who goes to St Nicholas' First School was the overall winner of a competition in the March issue of Storm Force News answering the tie-break question 'I would like to meet a lifeboat man because...' with 'it would be nice to congratulate him on being so brave.'

Kay, delightfully dressed in a sailor suit, her Mum, Dad and 10-year-old brother Alex travelled first class to London courtesy of British Rail and after a gruelling photocall on the Embankment by the Festival Hall had lunch with the medalists and their families.

Kay's day was made by a glimpse of the Princess Royal, who was visiting their hotel that day, and a close-up view of the Duchess of Kent as she presented the awards.



Storm Force member Kay Metcalfe with the medallists aboard the Arun class lifeboat *Duke of Atholl* in London before the presentation of Awards Ceremony on 22 May 1990.

From left to right: Helmsman David Steenvoorden, Cleethorpes, Bronze medal; Coxswain David Kennett, Yarmouth, Bronze medal; Coxswain Peter Race, Teesmouth, Bronze medal; and Coxswain Alan Thomas, Tenby, Silver medal.

are given on the back of your membership card (and on page 215 of the Winter 1989/90 issue of the journal) and they can put you in touch with your local branch or guild.

If you are in doubt which region covers your area please telephone the membership section at Poole.

## A Grand Total

During 1989 income from our membership scheme totalled £1.72m – thank you one and all for your support, please keep up the good work and encourage others to join the lifeboat family.

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

The 200th anniversary of Henry Greathead's *Original*, THE LIFEBOAT Spring 1990, aroused considerable interest, and we continue the story of early lifeboats with a brief history of Greathead's only survivor...

# Zetland

Henry Greathead's Lifeboat *Zetland*, preserved at Redcar, is believed to be the oldest lifeboat in the world. Built in 1800, at a cost of £200 which was raised by the local fisherfolk, she went to the town on 7 October 1802 and was to serve there for 78 years and save more than 500 lives before being preserved by those who realised the extent of her work.

Greathead built 31 lifeboats during his lifetime, and records show that 30 have been destroyed, leaving only *Zetland* as a tribute to his achievements.

Although simply named *Life-boat* early in her career she was later christened *Zetland* in honour of the Lord of the Manor. Built of oak (seasoned for 20 years) she is 30ft long with a 10ft beam and originally had a thick layer of cork on the outside for buoyancy, later replaced by copper-lined air cases.

She is very shallow, and eight valves in the bottom of the boat provide an efficient outlet for waves which swamped her.

Greathead built her as double-ender, and she never needed to turn round whilst afloat – the oarsmen simply sat in the opposite direction and rowed on.

The crew would have numbered 13: coxswain, second coxswain, bowman and ten oarsmen, except in rough weather when there would be two men to each oar. Five oars were painted blue and five white, so that the coxswain could order 'pull on the blues' or 'back on the whites'.

A boy ran through the streets banging a drum to call the crew, and the boat was launched by a team of horses from the local farm. Ropes were rove through the two holes in the stem and all the villagers would pull the boat over the beach.

The calls for her help were numerous, and it would not be possible to recount them all, but a total of 30 vessels were wrecked between Marske and the river Tees during a storm in 1821, and on

a January day in 1830 she was launched 3 times saving total of 27 lives. On 15 November 1854 the brig *Jane Erskine*, with a crew of nine, went aground on the rocky scars and local fishermen sailed out in their cobsles to attempt to re-float her. A sudden gale brought immediate danger and *Zetland* was hurriedly launched to

bring ashore a total of 52 people, nine crewmen from *Jane Erskine*, 26 local fishermen and the 17 crew.

The only lifeboatman to lose his life aboard *Zetland* was William Guy, on Christmas Day 1836. A coal brig

was driven ashore on Coatham sands and during his strenuous efforts to throw a line, a huge wave swept him overboard.

In 1864, condemned by the RNLI as 'no longer required for service', a lifeboat joiner named Toy Wilson was sent to destroy her on the beach. The townsfolk thought a great deal of 'their *Zetland*' and prevented him from breaking her up. Collecting another £100 the local people had her repaired at Shields and housed in a shed at the end of the Esplanade.

On 29 October 1880 her long career continued with the rescue of seven crew from the brig *Luna*, and there are also records which tell of the carefully maintained *Zetland* being taken to Huddersfield and Dewsbury for their Lifeboat Saturdays. According to the Redcar Chronicle this annual journey ceased in 1894 due to the expense of the journey from Redcar.

The Marquis of Zetland offered her shelter in a barn at Marske and there she stayed for some years before finally being brought back to Redcar in 1907.

Lord Stratford de Redcliffe, a visitor at Upleatham Hall, wrote a poem about *Zetland* and in the last verse are the words: '*Thine age shall be respected*', words which are now inscribed on the boat.

Even today *Zetland* is helping to save lives. Now open to public view the collecting boxes in the museum provide the RNLI with funds towards their continuing endeavours to save lives at sea.

Carefully maintained and looking out across the rocky scars and the North Sea where her life's work was so courageously performed, she takes pride of place in Redcar's history.

**'Although 190 years old  
*Zetland* is still helping to save  
lives – through the collecting  
boxes in her museum'**



*Zetland* pictured in the 1877 boathouse at Redcar, which is now a museum dedicated to the 190-year-old lifeboat.

**The Zetland Museum  
(on Redcar Seafront)  
is open daily from  
May to September**

We are indebted to the museum for allowing the reproduction of material included in its leaflet.

# Lifeboat Services

November and December 1989,  
January and February 1990

**Aberdeen**, Aberdeenshire  
54ft *Arun ON 1050*: November 9 (twice), 20 and January 1

**Aberystwyth**, Dyfed  
C class: December 9 and February 16

**Aith**, Shetland  
52ft *Arun ON 1100*: January 21

**Aldeburgh**, Suffolk  
37ft *6in Rother ON 1068*: February 21

**Alderney**, Channel Islands  
44ft *Waveney ON 1045*: November 10, 12 and December 24

**Amble**, Northumberland  
44ft *Waveney ON 1004*: December 3 (twice) and 5

**Angle**, Dyfed  
47ft *Tyne ON 1114*: December 2, 23, 24, January 18 and February 17

**Anstruther**, Fife  
37ft *Oakley ON 983*: November 11 and February 21

**Appledore**, North Devon  
47ft *Tyne ON 1140*: November 8, December 30, January 8, 20, 21 and February 7  
*Atlantic 21*: November 8, 19, December 31, January 20 and February 7 (twice)

**Arklow**, Co Wicklow  
44ft *Waveney ON 1006*: December 8 and 18 (three times)

**Arranmore**, Co Donegal  
47ft *Tyne ON 1111*: December 8, 26, January 4, 14, 15 and February 4

**Atlantic College** (St Donat's Castle), South Glamorgan  
*Atlantic 21*: January 14

**Ballycotton**, Co Cork  
52ft *Arun ON 1067*: November 3, 4, 8, 23, 29 and January 13

**Baltimore**, Co Cork  
47ft *Tyne ON 1137*: November 23, December 23 and January 22

**Ballyglass**, Co Mayo  
54ft *Arun ON 1052*: December 29, February 11 and 15

**Bangor**, Co Down  
*Atlantic 21*: November 21 (twice), 27, December 3 and 31

**Barmouth**, Gwynedd  
37ft *6in Rother ON 1063*: December 6 and 9

**Barra Island**, Inverness-shire  
52ft *Arun ON 1143*: November 2, 30, January 25 and 27

**Barry Dock**, South Glamorgan  
Relief 52ft *Arun ON 1077*: November 19, December 14, January 14, 15, 25 and 30  
52ft *Arun ON 1018*: February 21

**Beaumaris**, Gwynedd  
47ft *Waveney ON 955*: February 5  
*Atlantic 21*: December 2 and January 29

**Bembridge**, Isle of Wight  
47ft *Tyne ON 1126*: November 8, 11, 18 and January 30 (twice)

**Berwick-upon-Tweed**, Northumberland  
*Atlantic 21*: November 24 and February 11

**Blackpool**, Lancashire  
D class: December 12 (twice)

**Blyth**, Northumberland  
44ft *Waveney ON 1079*: December 3, January 7 and 23

**Bridlington**, Humberside  
12m *Mersey ON 1124*: November 16, December 23, January 14, 25, February 11 and 24

**Brighton**, East Sussex  
*Atlantic 21*: November 14 and December 3

**Broughty Ferry** (Dundee), Angus  
52ft *Arun ON 1056*: November 26 and January 6

**Buckie**, Banffshire  
52ft *Arun ON 1093*: January 14, 26, February 11, 20 and 21 (twice)

**Calshot**, Hampshire  
Relief 33ft *Brede ON 1101*: November 8  
33ft *Brede 1104*: February 20

**Campbeltown**, Argyllshire  
52ft *Arun ON 1059*: November 10

**Clacton-on-Sea**, Essex  
*Atlantic 21*: December 28, February 3 and 10 (twice)

**Clogher Head**, Co Louth  
37ft *Oakley*: February 6, 17 and 25

**Cleethorpes**, Humberside  
D class: November 10 and February 6

**Conwy**, Gwynedd  
D class: February 27 (twice)

**Courtmacherry Harbour**, Co Cork  
48ft *6in Solent ON 1011*: November 13

**Donaghadee**, Co Down  
52ft *Arun ON 1150*: November 3

**Douglas**, Isle of Man  
47ft *Tyne ON 1147*: November 11 and 30

**Dover**, Kent  
50ft *Thames ON 1031*: November 5, 7, 14, December 17, 18, 20 and February 24

**Dunbar**, East Lothian  
Relief 48ft *6in Solent ON 1019*: December 24

**Dungeness**, Kent  
37ft *6in Rother ON 1048*: November 8 and January 13

**Dun Laoghaire**, Co Dublin  
44ft *Waveney ON 1001*: December 17 and February 19  
D class: January 16

**Dunmore East**, Co Waterford  
Relief 44ft *Waveney ON 1005*: November 11, December 18 and January 9  
44ft *Waveney ON 1035*: February 15, 26 and 27

**Eastbourne**, East Sussex  
37ft *6in Rother ON 1055*: November 5, 14, December 2, January 11 and February 9  
D class: November 5, 14 and January 20

**Exmouth**, South Devon  
33ft *Brede ON 1090*: November 16, 17, 26, January 19, 20, 23 and February 18  
D class: November 3, 22, January 23, 27 and February 5

**Eyemouth**, Berwickshire  
44ft *Waveney ON 1026*: November 28, January 25 and February 26

**Falmouth**, Cornwall  
52ft *Arun ON 1058*: February 17  
*Atlantic 21*: November 11

**Filey**, North Yorkshire  
37ft *Oakley ON 966*: November 2, 16, 22, January 9, 14, February 15 and 26 (twice)

**Fishguard**, Dyfed  
52ft *Arun*: November 4 and December 24 (twice)

**Flamborough**, Humberside  
37ft *Oakley ON 972*: November 16, 22, December 13, January 21 and 25

**Fleetwood**, Lancashire  
47ft *Tyne ON 1156*: November 10, 26, December 3 and January 9D class: January 14

**Flint**, Clwyd  
D class: January 25, February 26, 27 and 28

**Fowey**, Cornwall  
44ft *Waveney ON 1028*: November 22

**Fraserburgh**, Aberdeenshire  
Relief 47ft *Tyne ON 1133*: November 16, 25, December 28, January 11, 12 and 13

**Galway Bay**, Co Galway  
52ft *Arun ON 1118*: November 23, December 8, 16, 17, 26, 31, January 28, February 8 and 11

**Girvan**, Ayrshire  
Relief 33ft *Brede ON 1105*: November 10 and January 14

**Great Yarmouth and Gorleston**, Norfolk  
44ft *Waveney ON 1065*: November 1 (twice), 19, 28 and December 10  
*Atlantic 21*: November 12, 13, 19, 28 and December 10

**Hartlepool**, Cleveland  
Relief 44ft *Waveney ON 1043*: November 8  
44ft *Waveney ON 1044*: January 30, February 1, 24 and 26  
*Atlantic 21*: December 29 (twice), January 28, February 24 (twice) and 25

**Harwich**, Essex  
44ft *Waveney ON 1060*: November 8, December 3 and February 22  
*Atlantic 21*: November 2, December 11, 14, January 14, February 11, 13 and 14

**Hastings**, East Sussex  
12m *Mersey ON 1125*: December 4, 12, January 10 and February 5

**Hayling Island**, Hampshire  
*Atlantic 21*: November 11 (twice), 12, 22, December 26, January 19, 30, 31 (twice), February 1, 19 and 24

**Helensburgh**, Dunbartonshire  
*Atlantic 21*: November 4, 26 (twice), December 10, 16 and 17 (twice)

**Holyhead**, Gwynedd  
Relief 47ft *Tyne ON 1115*: November 14, 15, 26, 30, December 10, 14, January 31, February 17 and 28

**Howth**, Co Dublin  
52ft *Arun ON 1113*: November 7, 18, 21 (twice), 28 and December 17 (twice)  
Relief 52ft *Arun ON 1150*: January 28 (twice), 31 and February 1

**Hoylake**, Merseyside  
37ft *6in Rother ON 1000*: December 11 (twice) and February 7 (twice)

**Humber**, Humberside  
52ft *Arun ON 1123*: November 1, 7, 25, December 3, January 12 and February 11  
Relief 52ft *Arun ON 1103*: February 26 (twice) and 27

**Hunstanton**, Norfolk  
*Atlantic 21*: February 4 and 5

**Ilfracombe**, North Devon  
37ft *Oakley ON 986*: November 26 and February 21

**Invergordon**, Ross shire  
Relief 44ft *Waveney*: February 12

**Islay**, Argyllshire  
50ft *Thames ON 1032*: November 12, 15, December 6, January 17 and February 22

**Kilmore**, Co Wexford  
Relief 37ft *Oakley ON 994*: November 22, December 10 and 18 (twice)

**Kinghorn**, Fife  
C class: February 25

**Kirkcudbright**, Kirkcudbrightshire  
*Atlantic 21*: December 28 (twice) and January 28



**Kilkeel**, Co Down  
*D class*: November 5

**Largs**, Ayrshire  
*Atlantic 21*: December 8, 16, 17, January 16, 21 and February 23

**Lerwick**, Shetland  
*52ft Arun ON 1057*: January 25

**Little and Broad Haven**, Dyfed  
*D class*: November 3

**Littlehampton**, West Sussex  
*Atlantic 21*: November 14 and December 29 (twice)

**Littlestone on Sea**, Kent  
*Atlantic 21*: November 8

**The Lizard**, Cornwall  
*47ft Tyne ON 1145*: February 17

**Llandudno** (Orme's Head), Gwynedd  
*Relief 37ft Oakley ON 961*: November 5  
*37ft Oakley ON 976*: February 18  
*D class*: November 5, February 18, 26, 27 and 28

**Lochinver**, Sutherland  
*52ft Arun*: November 21

**Lowestoft**, Suffolk  
*47ft Tyne ON 1132*: November 3, 15, 29 and December 10

**Lymington**, Hampshire  
*Atlantic 21*: November 11, December 17, January 21 and 29

**Lytham St Annes**, Lancashire  
*Relief 47ft Tyne ON 1146*: November 8 and December 11  
*47ft Tyne ON 1155*: February 5

**Macduff**, Banffshire  
*Atlantic 21*: November 16, December 28 and February 11

**Mallaig**, Inverness-shire  
*52ft Arun ON 1078*: November 2, 8, 25 (twice), 28, December 14, 26, January 6 and 16

**Margate**, Kent  
*37ft 6in Rother ON 1046*: December 9, 12, 27, January 10 (twice) and 21  
*D class*: November 16, December 17, January 24, February 10, 11 (twice) and 13

**Moelfre**, Gwynedd  
*47ft Tyne ON 1116*: November 10, 17, 18, February 4

**Montrose**, Angus  
*47ft Tyne ON 1152*: November 6 and 16

**Morecambe**, Lancashire  
*D class*: December 26

**Mudford**, Dorset  
*Atlantic 21*: November 1, December 20, January 1, 13, 22 and February 13

**The Mumbles**, West Glamorgan  
*47ft Tyne ON 1096*: November 1, 19, December 4, February 4, 21 and 23

**New Brighton**, Merseyside  
*Atlantic 21*: December 11, 26 and January 29

**Newcastle**, Co Down  
*37ft Oakley ON 974*: November 5, 11 (twice), January 25, February 14, 19 and 26

**Newhaven**, East Sussex  
*52ft Arun ON 1106*: November 14, December 9, January 15, 23, 25, February 9 and 18

**Newquay**, Cornwall  
*C class*: February 3

**New Quay**, Dyfed  
*37ft Oakley ON 996*: January 1 and 21



The winter of 1989/1990 – the Sheerness Waveney class lifeboat *Helen Turnbull* pictured leaving the harbour in atrocious conditions. (Photo John Mercer)

**Oban**, Argyllshire  
*33ft Brede ON 1102*: November 2, 27, 29, December 2, 16 (twice), 18, 28, 31, January 14, February 3 and 9

**Padstow**, Cornwall  
*47ft Tyne ON 1094*: November 19, December 15 and February 21

**Penlee**, Cornwall  
*Relief 52ft Arun ON 1086*: November 24 and 29  
*52ft Arun ON 1085*: January 24

**Penarth**, South Glamorgan  
*D class*: November 3, 6, 12 (four times), 14 and February 4

**Peterhead**, Aberdeenshire  
*47ft Tyne ON 1127*: November 17 (twice) and 20

**Plymouth**, South Devon  
*52ft Arun ON 1136*: November 6, December 3, February 6, 21 and 23

**Poole**, Dorset  
*33ft Brede ON 1089*: November 2, 10, 16, 18, December 17, 21, 23, 31, January 22, February 3 and 4  
*Boston Whaler*: November 16, December 3, 10, 17, 21, 23, 31, January 8, 14, 21 (twice), 22, February 3 and 4

**Portaferry**, Co Down  
*Atlantic 21*: November 19 and December 31

**Porthcawl**, Mid Glamorgan  
*D class*: January 14 (twice) and 21

**Porthdilllaen**, Gwynedd  
*47ft Tyne ON 1120*: November 19

**Portpatrick**, Wigtownshire  
*47ft Tyne ON 1151*: January 17, 18, February 13 and 14

**Portrush**, Co Antrim  
*52ft Arun ON 1070*: December 3, February 12 and 22 P

**Portsmouth** (Langstone Harbour), Hampshire  
*Atlantic 21*: November 17, December 29, January; 21 (three times), 30, 31 (twice), February 1, 2 and 3

**Port Talbot**, West Glamorgan  
*D class*: November 26, December 3 and February 20

**Pwllheli**, Gwynedd  
*37ft Oakley ON 978*: November 19, 25 and February 4

**Queensferry**, West Lothian  
*Atlantic 21*: November 5

**Ramsgate**, Kent  
*Relief 44ft Waveney ON 1002*: January 4, 6 (twice), 9, 10, and February 7  
*Atlantic 21*: November 3, 7, January 10 and February 9

**Red Bay**, Co Antrim  
*C class*: December 27

**Redcar**, Cleveland  
*Atlantic 21*: November 5, 12 (twice), December 8, February 10, 24 and 25

**Rosslare Harbour**, Co Wexford  
*52ft Arun ON 1092*: December 18 (twice)

**Rye Harbour**, East Sussex  
*C class*: November 1, December 28 and January 17

**St Abbs**, Berwickshire  
*Atlantic 21*: November 14 and February 17 (three times)  
*St Catherine*, Channel Islands  
*C class*: November 9 and February 21

**St David's**, Dyfed  
*47ft Tyne ON 1139*: November 25

**St Helier**, Channel Islands  
*44ft Waveney ON 1034*: November 3 (twice)  
*47ft Tyne ON 1157*: December 12 (twice), 30, January 25, February 20 and 21

**St Ives**, Cornwall  
*Relief 37ft Oakley ON 973*: November 8, 26, January 3 and 25  
*C class*: December 9, January 11, 14 and 15

**St Peter Port**, Channel Islands  
*52ft Arun ON 1025*: November 1, 7, 11, 13 and 14  
*Relief 52ft Arun ON 1081*: January 27 and February 2

**Salcombe**, South Devon  
*47ft Tyne ON 1130*: December 13, January 24 and February 15

**Scarborough**, North Yorkshire  
*37ft Oakley ON 979*: November 23

**Selsey**, West Sussex  
*47ft Tyne ON 1074*: November 16, 25, December 1 (twice), 27, January 31 and February 16 (twice)

**Sennen Cove**, Cornwall  
*37ft 6in Rother ON 999*: November 22 and January 10

**Sheerness**, Kent  
*44ft Waveney ON 1027*: November 27, December 1, January 19 and February 3 (twice)  
*Relief 44ft Waveney ON 44001*: February 11 (twice), 24, 25 and 28  
*C class*: November 27, January 19, February 2, 11 and 25

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

**Shoreham Harbour**, West Sussex  
*47ft Watson ON 971*: November 14, 26, December 4, January 11, 14, 25, 28 and February 13  
*D class*: January 13 and 14

### Lifeboat Services

The services listed are those for which returns had been received at headquarters by 8 May 1990. There may be additional services for which no returns had been received by this date

## Lifeboat Services

November and December 1989  
January and February 1990  
Continued from previous page

### Skegness, Lincolnshire

37ft *Oakley ON 977*: February 5 and 24

### Skerries, Co Dublin

*D class*: November 18 and 21

### Southend-on-Sea, Essex

*Atlantic 21*: November 5, 8, 18, December 19 and January 10

*D class*: December 14 and January 10

### Southwold, Suffolk

*Atlantic 21*: November 1

### Staithe and Runswick, North Yorkshire

*Atlantic 21*: November 19, February 24 and 25

### Stornoway (Lewis), Ross-shire

52ft *Arun ON 1098*: November 6, December 30, January 8, 22, February 13, 19, 22 and 26

### Sunderland, Tyne and Wear

47ft *Watson ON 969*: November 5, 28, December 3 (twice), 7, 9, January 21, 22, 30, February 10, 24 and 25

### Swanage, Dorset

Relief 37ft 6in *Rother ON 1047*: November 5, 7, December 31 and February 3

### Teesmouth, Cleveland

47ft *Tyne ON 1110*: November 12, December 3, 11 and February 24

### Tenby, Dyfed

47ft *Tyne ON 1112*: November 4, 12, 16, 18, 23, 27 and February 24

*D class*: November 4, 11 and February 3

### Thurso, Caithness

52ft *Arun ON 1149*: December 27

### Torbay, South Devon

54ft *Arun ON 1037*: November 2, 22, December 8, 22, January 21, 22, February 5 and 7



Although not part of the Little Ships flotilla *African Queen*, the boat made famous by Humphrey Bogart in the film of the same name, attempted to make the passage to Dunkirk. She got into difficulties and had to be towed into Ramsgate by the station's Tyne class *Kenneth Thelwall II*. And, no, *African Queen* shouldn't be flying a Union Flag.  
(Photo Press Association)

### Troon, Ayrshire

52ft *Arun ON 1134*: November 14, December 23 and January 13

### Tynemouth, Tyne and Wear

52ft *Arun ON 1061*: November 3, December 8, 9, January 6, 14 and 20

*D class*: January 21

### Valentia, Co Kerry

52ft *Arun ON 1082*: November 3, 4, 7, December 1, January 6, 25, 30 and 31

### Walmer, Kent

37ft 6in *Rother ON 1064*: December 5, 10 and January 10

### Walton and Frinton, Essex

48ft 6in *Solent ON 1012*: November 8, 12, December 3, 10 (twice), February 22 and 24

### West Kirby, Merseyside

*D class*: December 12 and February 7

### West Mersea, Essex

*Atlantic 21*: November 8, December 24, January 13, 21 (twice), 26, 28, February 2, 7,

15, 25 (twice) and 26

### Weston-super-Mare, Avon

*D class*: November 9

*Atlantic 21*: December 23, January 14 and February 8

### Weymouth, Dorset

54ft *Arun ON 1049*: November 4, 15, December 10, 16, 23, January 15 and February 17

### Whitby, North Yorkshire

Relief 47ft *Tyne*: November 2, 6, January 25, February 5, 19, 21 and 24

### Wick, Caithness

47ft *Tyne ON 1121*: January 11, February 11 and 27

### Withernsea, Humberside

*D class*: November 1

### Yarmouth, Isle of Wight

Relief 52ft *Arun ON 1108*: November 5, 11, December 3, 23, 31, January 2, 9, February 9 (twice) and 21

(All information as at 8 May 1990)

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# People and Places

Around and about the RNLI

## A swarm of Flying Bs

The names of the prize winners in the 49th national lottery were pulled from the drum at the Poole headquarters on 30 April by members of the Bentley Drivers' Club.

The 2,000 members of the Club throughout the world share a love of 'the marque', both in driving and in many cases lovingly restoring the older cars. Between 30 and 40 Bentleys were in Poole on the day of the draw, spanning the years from 1925 to the latest 1990 model.

The visit to RNLI headquarters had been organised by Bentley Drivers Club member Robert Warner, who is also a dedicated lifeboat supporter.

The draw was supervised by Mr Anthony Oliver, national fund raising co-ordinator, and the prize winners were:

£2,000 – B. Masters, Reading, Berkshire.

£1,000 – R.E. Duncan, Bangor, Co Down.

£500 – H. Robertson, Glasgow, Scotland.

£250 – Mrs M Bwye, Sandy, Beds.

£100 – J. Dugdale, Newtown, Powys;

W..D. Patrick, Isle of Cumbrae, Ayrshire;

Ms E.P. Brown, Cramlington, Northum-



Robert Warner (seated on running board) organiser of the Bentley Drivers Club visit with other members and Anthony Oliver (left), national fund raising co-ordinator for the RNLI. Between them are the winning tickets and a commemorative plaque presented to the club by the RNLI.

berland; Mrs S. Woodford, Sawbridge-worth, Herts; Mr & Mrs A.S.M. Rendall, Alton, Hants; Mrs L. Vidot, Eastwood, Notts; L. Floyd, Dorking, Surrey;

P. Lynch, Hemel Hempstead, Herts.

£50 – J.C. Fleck, Slough, Berks; B.E.N.

Parker, Broadstone, Dorset; J.R. Allan, Harrogate, North Yorkshire; Mrs V. Gascoine, Ashford, Kent; P.S. Butler, Hall Green, Birmingham; A.G. Thomas, Crosskeys, Gwent; J.E. Lewis, Rufforth, York; J.T. Woolnough, Wokingham, Berkshire.



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### The train took the strain – again

For the second year running British Rail generously provided free travel by train for the medallists and their wives who attended the annual presentation of awards ceremony in London on 22 May.

Free travel was also provided for the winner of the Storm Force competition and her family who attended the meetings.

### Obituaries

With deep regret we record the following deaths:

SEPTEMBER 1989:

**Mr Geoff Shakerley**, vice chairman and box secretary of Wootton Bassett and District branch from 1977 until his death. He was also a shore helper at Swanage and was awarded a statuette in 1988.

NOVEMBER 1989:

**Mrs R.E. Morley**, honorary secretary of Bolton Ladies' Guild from 1959 to 1970 and vice president from 1974 until her death.

JANUARY 1990:

**Mrs Eileen Easman**, honorary treasurer of North Chingford branch from 1972 to 1984. She was awarded a silver badge in 1983.

MARCH 1990:

**Mrs Anna Braid**, president of the Arbroath Ladies' guild from 1964 to 1982. She was awarded a silver badge in 1975 and a gold badge in 1983.

**Major General Sir Humphry Tollemache** Bt, CB, CBE, DL, RM, chairman of Petersfield branch from 1974 to 1975 when he became vice president until 1988. He was awarded a statuette in 1985 and, together with his wife, Lady Tollemache, was the donor of Eastbourne lifeboat.

APRIL 1990:

**Doctor Sydney Peace**, station honorary secretary at Longhope from 1957 to 1962 and honorary medical advisor from 1962 to 1963. Mr Peace was also honorary medical advisor at Kirkwall from 1972 to 1984. He was awarded a gold badge in 1982.

**Mr John Baxter**, senior tractor driver at Staithees & Runswick since 1978, who died whilst launching the lifeboat on service.

**Mr Norman Mitchell**, honorary treasurer of Haywards Heath and District branch from 1966 until his death. He was awarded a silver badge in 1977.

**Mrs Henrietta Masser**, house to house collector for Howth branch for 38 years.

**Mrs Betty Mariner**, honorary secretary of St Albans and District branch from 1968 to 1986 when she became vice president until her death. She was awarded a silver badge in 1979 and a gold badge in 1987.

**Mrs Ann Ritchie**, honorary life governor of the Institution and donor of three lifeboats.

MAY 1990:

**Mrs Wendy Greenhalgh**, honorary treasurer of Bury Ladies' guild since 1981 and committee member for 15 years.

### 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:

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

White, Crew Member B. Riley, Crew Member T. O'Leary

**Barrow** – Second Coxswain/Assistant Mechanic A. Moore, Crew Member P. Cochrane

**Harwich** – Assistant Mechanic R. Ramplin

**Largs** – Crew Member D. Hewitt, Crew Member S. Smith

**Minehead** – Crew Member C. Rundle

**Mudford** – Shore Helper J. Graham

**Ramsgate** – *Emergency Mechanic* D.

Cooper, Crew Member M.J. Pett

**Sennen Cove** – Crew Member

P. Shannon

**Silloth** – Shore Helper J. Graham

**St Agnes** – Crew Member P.D. Bliss

**Tenby** – Second Coxswain R.S. Young,

Mechanic C.H. Crockford, Crew Member

S. Lewis, Crew Member W.R. James

**Wells** – Shore Attendant S.A. Parsons,

Shore Helper S.A. Frary

**Whitby** – Crew Member B. Hodgson

### Author of pilot books dies

Malcolm Robson, the author of many pilot books well-known to yachtsmen and other seafarers, died on 22 March 1990.

Long connected with the sea and yachts, and the only non Sark-born licenced pilot for Sark waters he always had the RNLI close to his heart and had donated the royalties from early editions of his Channel Islands Pilot to the Institution. He was also a Life Governor of the RNLI.

He was buried at sea from the St Peter Port lifeboat by his own wish.

### Death of donor of three lifeboats

Mrs Ann Ritchie, one of the RNLI's major benefactors, died at her home on the Isle of Man on 16 April aged 84.

Mrs Ritchie had funded three lifeboats since 1970, two on her adopted Isle of Man and a third in Scotland where she and her late husband had often enjoyed sailing.

At the time of her death she was President of Ramsey station branch and had been made an *Honourary Life Governor* of the RNLI in 1980.

Born in Wales the daughter of a coal miner she went to the Isle of Man in the

### President visits Barrow lifeboat station

HRH The Duke of Kent, President of the RNLI visited Barrow lifeboat station, Roa Island, on 4 April.

The Duke was met by the Lord Lieutenant of Cumbria, Major Sir Charles Graham who presented the local MP and RNLI chief of operations Commodore George Cooper.

Inside the boat house His Royal Highness met officials at the station, including chairman Mr K. Braithwaite, honorary secretary Captain A. Acourt and deputy launching authority and former coxswain Mr A. Benson.

Mr and Mrs J. Bibby the donors of Barrow's current lifeboat, the Tyne class *James Bibby*, were also introduced to the Duke.

Following the visit to the boat house the Duke of Kent was able to meet informally the lifeboat crew and their families, shore helpers and fundraisers at tea in the nearby Boat Club.

### On Station

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

**OVER 10 METRES**

**Sunderland** – Waveney 44-017 (ON 1043) *Wavy Line* on 17 April 1990.

**Ramsgate** – Tyne 47-036 (ON 1154) *Kenneth Thelwall II* on 27 April 1990.

**UNDER 10 METRES**

**Helensburgh** – B581 *Andrew Mason* on 26 February 1990.

**Marazion** – D292 (relief) on 28 April 1990 for one season's operational evaluation.

**Abersoch** – B582 *Borough of Solihull* on 30 April 1990.

**Courtown** – D333 (relief) on 15 May 1990 on a summer-only basis.

late 1930s and became interested in the work of the RNLI in 1968 on the death of her husband who had planned to purchase a lifeboat but died before he could see his plans brought to fruition.

The first lifeboat to be funded by Mrs Ritchie was named *James Ball Ritchie* after her husband and went on station at Ramsey.

Ramsey's new lifeboat is due in early 1991 and will be named *James and Ann Ritchie* in honour of Mrs Ritchie and her husband.

# Tear here...

<p><b>About Yourself</b></p> <p>*In the case of joint house ownership please complete and sign the application jointly.</p> <p>Full name(s) Mr/Mrs/Miss/Ms _____ Date of Birth ____/____/____</p> <p>Full name(s)* Mr/Mrs/Miss/Ms _____ Date of Birth* ____/____/____</p> <p>If joint application, borrower to be covered for life cover only or PPI: Mr/Mrs/Miss/Ms _____</p> <p>Status: Married/Single/Widowed/Divorced/Separated (please delete as applicable).</p> <p>Ages of Dependent Children _____</p> <p>Private Address _____</p> <p>Postcode _____</p> <p>Since when at this address ____/____/____ Home Tel. No. STD. code (____) _____</p> <p>Status: Sole Owner/Joint Owner*/Tenant/Lodging/Living with parents (delete as applicable)</p> <p>If mortgaged, amount outstanding £ _____</p> <p>Purchase price £ _____ Date purchased _____</p> <p>Previous address (if less than 3 years at above) _____</p> <p>Postcode _____ How long at this address ____/____/____</p> <p>Job Title _____ Occupation _____</p> <p>Employer, department and address at work _____</p> <p>How long in present employment _____ Daytime Tel. No. _____</p> <p>Job Title* _____ Occupation* _____</p> <p>Employer, department and address at work* _____</p> <p>How long in present employment* _____ Daytime Tel. No.* _____</p>	<p><b>About Your Loan</b></p> <p>Amount required £ _____ Payable over _____</p> <p>Purpose of loan and total cash price _____ £ _____</p> <p>If you do <b>not</b> require Payment Protection Insurance (PPI) please tick the box <input type="checkbox"/></p> <p><b>Your Monthly Income/Outgoings</b></p> <p>Salary (after deductions) £ _____</p> <p>Partner's salary (after deductions) £ _____</p> <p>Other income (please give details on a separate piece of paper) £ _____</p> <p>TOTAL per month £ _____</p> <p>Mortgage/Rent £ _____</p> <p>Rates/Poll tax £ _____</p> <p>Credit cards (please give details on a separate piece of paper) £ _____</p> <p>Other credit and regular payments (please give details on a separate piece of paper) £ _____</p> <p>TOTAL per month £ _____</p> <p><b>Your Bank</b> †This information is shown in your cheque book.</p> <p>Name and Address _____</p> <p>Account No. † _____ Sorting Code † _____</p> <p>How long have you been a customer of the bank? _____</p> <p>I/We warrant that the information given above is true and correct and shall form the basis of any contract between us.</p> <p>I/We authorise you to make any enquiries as necessary but understand you will make no contact whatsoever with my/our employer(s).</p> <p>I/We understand that you may decline this application without disclosing your reasons.</p> <p>I/We understand that you may register information about me/us and the conduct of my/our account with a licensed credit reference agency; any registered information to be used only to help make credit decisions or occasionally to prevent fraud.</p> <p>Signature _____ Date _____</p> <p>Signature* _____ Date* _____</p>
--	--

Please return to: Frizzell Banking Services Limited, FREEPOST, Heron House, 8 Christchurch Road, Bournemouth, BH1 3TS. (No stamp required.) RNL/3276

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	Monthly Payment		Total Payable		Monthly Payment		Total Payable		Monthly Payment		Total Payable	
	with PPI	without PPI	with PPI	without PPI	with PPI	without PPI	with PPI	without PPI	with PPI	without PPI	with PPI	without PPI
£	£	£	£	£	£	£	£	£	£	£	£	£
500	47.93	46.67	575.16	560.04	19.81	18.89	713.16	680.04	14.25	13.33	855.00	799.80
1000	95.85	93.33	1150.20	1119.96	39.61	37.78	1425.96	1360.08	28.52	26.67	1711.20	1600.20
3000	287.57	280.00	3450.84	3360.00	118.82	113.33	4277.52	4079.88	85.54	80.00	5132.40	4800.00
5000	479.29	466.67	5751.48	5600.04	198.05	188.89	7129.80	6800.04	142.57	133.33	8554.20	7999.80
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_____	
_____	
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5. Signature(s):

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