



# The Lifeboat

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**Autumn 1990**

Bronze medal lifeboat service

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The Isle of Man revisited

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Talking to the medallists

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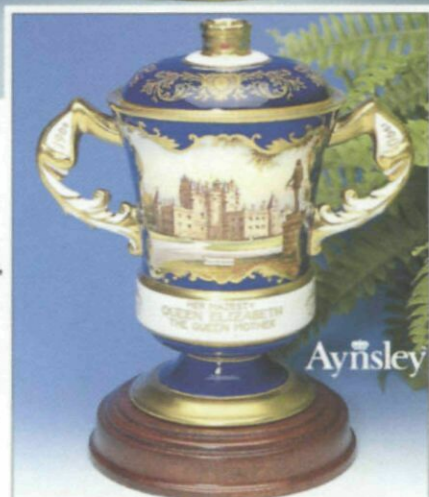
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# The Lifeboat

Autumn 1990

Royal National



## Lifeboat

Institution

### Contents

Volume 51

Number 513

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**Next Issue:** The Winter issue of THE LIFEBOAT will appear in January 1991, and news items should be received by Friday 7 December 1990.

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

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# NEWS

## Newspoint

### VAT – a heavier burden for charities from 1992?

UK charities do not pay income tax or corporation tax, but they do pay VAT. This cannot be recovered in the way that commercial concerns recover VAT from customers who buy their products or services.

In recent years the Government has sought to mitigate the UK charity sector's heavy VAT bill by allowing various items of equipment of critical importance to charities to be 'zero-rated'. These items include aids for handicapped persons, drugs and chemicals used in medical research, and lifeboats, slipways and launching vehicles. These 'charity zero-rates' are very valuable to charities such as the Royal National Institute for the Blind and the RNLI. Without them the RNLI's annual VAT bill would increase from £1m to £3m and the RNLI's by even more, from £400,000 to over £3m.

Zero-rating is much less common in other European countries than in the UK and there is concern that the European Commission's proposals for a Single Market in 1992, which include VAT harmonisation, will lead to the UK having to cut back its zero-rating. Charity zero-rates would then have to take their chance along with the zero rates for food, children's clothing and domestic fuel and power.

The UK government is sympathetic to the charity sector's concern and is generally resisting European pressure against UK zero-rates, but has not given any specific commitment to retain existing charity zero-rates after 1992.

This is a serious and urgent matter for the whole UK charity sector. Supporters may wish to write to their local MP, urging him to use his influence to prevent what could be a major reverse for UK charities in 1992, and for the RNLI in particular. MP's names and addresses may be obtained from local public libraries.

Supporters may also wish to write direct to the Chancellor: the Rt Hon Mr John Major MP, Chancellor of the Exchequer, HM Treasury, Treasury Chambers, Parliament Street, London SW1P 3AG.

### Royal opening for Kirkwall boat house



HRH The Princess Royal visited Kirkwall Harbour, during a tour of Orkney, where she formally opened the lifeboat house and unveiled two dedication plaques. The plaques had been specially prepared from a granite curling stone which had been collected from Ailsa Craig when the station's lifeboat was on passage to Kirkwall.

With representatives of fund raisers in all the areas on the mainland of Orkney and the offshore islands in attendance Her Royal Highness toured the building, cut the christening cake and then, after donning a lifejacket, went for a short trip afloat on Kirkwall's Arun class lifeboat *Mickie Salvesen*.

On her return the guild served light refreshments and everyone present was delighted and enthused by Her Royal Highness' charm and interest in the RNLI.

### Awards to Lifeboatmen

Alan Thomas, coxswain of the Tenby lifeboat, has won the Maud Smith Award for 'the most outstanding act of lifesaving by a lifeboatman' during 1989.

The award follows the lifeboat's rescue of the skipper of the fishing vessel *Silver Stream* and the two crew of another fishing boat *New Venture* on 22 September 1989, for which Coxswain Thomas has already been awarded the Institution's Silver medal for gallantry. A full account of the service appeared in *THE LIFEBOAT*, Spring 1990 issue.

Two awards for the crews of inshore lifeboats were also announced recently.

The Walter and Elizabeth Groombridge award for the most meritorious service performed by the crew of an Atlantic 21 rigid inflatable lifeboat in 1989 has gone to Helmsman Jonathan Adnams and crew members Marcus Gladwell and Ronald Horswell of Southwold lifeboat station. Their service to the fishing boat *Aquamanda II* in which four crew were rescued has already won Helms-

man Adnams the Institution's Certificate of Thanks on Vellum, and crew members Horswell and Gladwell received Vellum Service certificates.

The lifeboat was called to the fishing boat on 11 April 1989 when she found herself dragging on to a lee shore in a Force 8 gale. The Atlantic, *The Quiver*, located the fishing boat and was able to tow her clear through a short, breaking sea in shallow water. A full account of the service appears in *THE LIFEBOAT*, Autumn 1989 issue.

The Ralph Glistler Award for 1989, for the most meritorious service by the crew of an inshore lifeboat, has gone to Helmsman David Steenvoorden and crew members Martin Kennedy and Stephen Burton of Cleethorpes lifeboat station.

On 30 July 1989 the three lifeboatmen took their D class inflatable to the rescue of five canoeists, and then to help a yacht, in winds which touched Force 10 and rain which reduced visibility almost to nil. Helmsman

Steenvoorden has already received the Institution's Bronze medal for the service concerned, and the two crew members received the Thanks of the Institution on Vellum.

A full report of this service appeared in the Winter 1989/90 issue of *THE LIFEBOAT*.

Coxswain Thomas and Helmsman Steenvoorden are participants in the discussion on page 298 of this issue of the journal.

## Extended Coverage...

The RNLI announced on 2 August 1990 that it would extend its 'declared facility' by guaranteeing lifeboat cover up to 50 miles from the coast of the UK and the Republic of Ireland, including the Channel Islands and the Isle of Man.

The increase, from the previous 30 miles, is a result of the number of new, fast lifeboats now on station around the coast. A lifeboat can now be on the scene of a casualty at almost any point within the 50-mile area within four hours of launching.

The previous commitment was to have a lifeboat available 30 miles offshore in four hours, but the fast lifeboats have now made it possible to halve that time, remaining on scene at that distance for at least four hours.

There have been further improvements in the time taken to alert crews and launch All-weather lifeboats. The average time is now under 14 minutes, with Inshore lifeboats now taking on average less than eight minutes from first alert to launch.

## ...and five more stations

In addition to the greater range and quicker launching the Institution has also announced the opening of no less than five new lifeboat stations.

Portree on the Isle of Skye and Tobermory on the Isle of Mull are to have new All-weather lifeboat stations and Teignmouth in Devon, Marazion in Cornwall and Courtown, County Wexford in the Republic of Ireland are to have Inshore lifeboat stations.

All five stations are being set up on one year's evaluation as is normal with new RNLI stations.

Ballyglass in County Mayo, which was established on one year's evaluation in 1989, has now been confirmed as a permanent station after a shortened evaluation period.

The relief Arun class lifeboat *City of Bradford IV* (52-07) which had been on temporary station duty was due to be replaced by the permanent station boat, Arun 52-45 *Mabel Williams*, as this issue was going to press.

## Gold for Bamburgh



The Royal Humane Society gold medal presented to Grace Darling (above) and a gold presentation locket (right). Both will be on display at the Grace Darling Museum, Bamburgh, following their acquisition by the Magor family at auction in June.



The famous gold medal awarded to Grace Darling by the Royal Humane Society will be joining other exhibits at the Grace Darling museum at Bamburgh, Northumberland thanks to the generosity of an RNLI supporter.

The medal, a presentation locket and a silver tankard – which is thought to have been presented to Grace Darling by Lord and Lady FitzClarence – were auctioned at Sotheby's on 28 June 1990 where they were bought by the Magor family for £20,000.

The family is the controlling shareholder in the company marketing Lifeboat Tea, which has raised £30,000 for the RNLI in the past five years, and a strong supporter of the RNLI.

Philip Magor said after the auction: 'We are very proud to have secured these valuable commemorative medals. We hope that our purchase will highlight to a greater number of people the need to continually support such a commendable British Institution, and that the medals, when displayed, will attract a substantial number of visitors to the museum.'

*During September the Longstone Lighthouse – 'Grace Darling's lighthouse' – was automated and the last resident keepers replaced by micro-chips and a shore-based caretaker.*

*Completing the last month-long shift at the light was Gordon Medlicott, ironically also the holder of a Royal Humane Society award. Accepting that new technology was making the protection of life vastly more effective along Britain's coastline he added that the story of Grace Darling and her father was a graphic illustration of a human factor which 'no technology can replace'.*

## Prime Position



Mrs Thatcher with the media and the crew of the Fowey lifeboat. The planned exercise with a helicopter ended with the lifeboat going to the aid of a 32ft yacht. (Photo Harry and Billie Graeme)

Prime Minister Margaret Thatcher's visit to Fowey lifeboat station on 20 June 1990 took on a new dimension when the PM also took part in a real service to a 32ft yacht.

An exercise with a helicopter from RNAS Culdrose had been completed successfully and the lifeboat, *Faithful Forester*, was about to land the Prime Minister at Albert Quay, Fowey when a call was received saying that a yacht was experiencing difficulties nearby.

The 32ft yacht *Slipshod* was taking water, and although she was making her own way in to the port it was thought prudent to stand-by. She did not need the

emergency pump carried aboard the lifeboat and was escorted into Fowey under her own power before the lifeboat and her visitors returned to their schedule.

Once ashore Mrs Thatcher was formally introduced to the lifeboat crew and their families, and RNLI, town and harbour officials.

Talking afterwards Mrs Thatcher was full of praise for the lifeboat and her crew and, although windswept, was obviously thrilled by the experience.

One of the yacht's crew was quoted as saying: 'We had no idea Mrs Thatcher was watching, but we were told afterwards. It's a bit embarrassing...'



## NEWS continued

### Nostalgic return to Barrow

The ex-Barrow lifeboat *Herbert Leigh* made a nostalgic return to the port during August where she will be preserved by the Furness Maritime Trust.

The 46ft 9in Watson class lifeboat was stationed at Barrow for three decades, from 1951 to 1982, and it is intended to exhibit her at The Dock, a maritime and industrial museum scheduled to open in 1991.

The lifeboat was originally provided by a gift from Mr Herbert Leigh, and it was the Leigh-Bramwell family's generosity which led to the return of *Herbert Leigh* to Barrow – where she was formally accepted on behalf of the maritime trust by Brian Leigh-Bramwell, great-nephew of the original donor.

Further links with the past were provided during the lifeboat's three-day passage to Barrow from storage in Scotland. In charge during the voyage was Albert Benson, who had served as deputy coxswain on *Herbert Leigh*, and with him were Bob Charnley, the lifeboat's former coxswain and Dave Huddleston who had been the mechanic.

The £18,000 proceeds of the sale of the lifeboat are to be used by the RNLI to assist with the running costs of the Barrow station, which celebrates its 125th anniversary this year.

### President goes West

HRH The Duke of Kent, the President of the Institution, paid a short visit to five lifeboat stations in Devon and Cornwall on 18 July 1990.

Landing by helicopter at Trevoze Head he was welcomed by the RNLI's Chairman, Michael Vernon, and the Director Brian Miles, and talked to members of Padstow Ladies' Guild committee before descending in the lift to the Padstow lifeboat house. Here he chatted informally with members of the station committee, the crew and their families before boarding the Tyne class lifeboat *James Burrough* which then launched from the slipway.

HRH The Duke of Kent greets lifeboat officials during his visit to the South West.



Moving along the coast the Duke then visited Port Isaac and talked with members of the crew before watching the launch of the station's D class inflatable.

The royal helicopter then moved to Bude where the President was once again able to meet the crew before taking lunch with the station branch and guild committees.

The Duke of Kent's next stop was Appledore, where he was met by a Deputy Lord Lieutenant for Cornwall, General Sir Peter Whiteley and again spoke with the crew, their families and station and guild committees before boarding the Tyne class *George Gibson* for a short trip on a flat sea in blazing sunshine.

The final call was at Ilfracombe where His Royal Highness enjoyed a welcome cup of tea in the newly-extended boat-house with the crew and station and branch committee members after inspecting the station's new Mersey class lifeboat *Spirit of Derbyshire*.

After visiting the five lifeboat stations in six hours and 20 minutes, and shaking many hundreds of hands, the President was then whisked back to London by the royal helicopter after a very successful day in the South West.

### Long term changes

The terms used to describe RNLI lifeboats have been reviewed, to reflect their role more accurately.

The smaller classes – the 22ft 10in B class Atlantic 21 rigid inflatable, the 17ft 6in C class inflatable and the 16ft 3in D class inflatable – will now revert officially to the widely-used term **Inshore lifeboat**, indicating their normal operating area and specialised ability.

These smaller boats are subject to launching restrictions, whereas all of the larger lifeboats, with the exception of the 33ft Brede class, are able to operate in all weathers. Therefore the Brede class will remain known as an **Intermediate lifeboat** and the other classes as **All-weather lifeboats**.

All new lifeboats being built by the RNLI are either Inshore or All-weather lifeboats.

The sea state at the launch site is often the limiting factor for lifeboats which are not classed as All-weather, although local conditions and a variety of other factors must be taken into account. The ultimate authority to launch always rests with the Honorary Secretary (or his deputy) who must often make a very difficult decision. Guidelines are provided which refer to a sea state likely to result from an on-shore wind of a certain strength – for example Force 6 to 7 for an Atlantic 21 in daylight or Force 5 to 6 at night.

These are approximate guidelines, and it is inevitable that lifeboats will find themselves at sea in far worse conditions.

### On the technical front...

- Work is continuing with a development of the Atlantic 21 rigid inflatable. A prototype 'Atlantic 22' hull has been fitted out at Cowes base using modified Atlantic 21 components and trials are planned to start in October 1990.
- Closed circuit TV has been installed on an Arun for trials. One camera is fitted inside the wheelhouse, giving a view of the aft deck, and another in the engine room. It is planned to fit CCTV to the Fast Afloat Boat 3 (FAB 3) prototype for further trials.
- Trials with a new design of stockless anchor are continuing. The anchor is performing well, but must prove itself wholly acceptable in all conditions before it can replace the fisherman-type in current use. FAB 3 will be equipped with the new anchor for further trials.

- It is planned to install a Global Position System (GPS) receiver in the FAB 3 prototype for trial purposes. (*GPS is a satellite navigation system*)
- Trials with a twin-engine D class inflatable are continuing, although results are mixed at present. Speed and acceleration are similar to the single engine version and although twin engines may have some advantages more difficult handling, particularly in shallow water, may outweigh the benefits.

- The prototype of the 17m FAB 3 is on target for the beginning of operational evaluation in March 1991. A full-size mock-up of the wheelhouse and survivor compartments has been made to facilitate the positioning of equipment and to study casualty handling.
- The major assemblies of the prototype 14m FAB 4 are anticipated to be complete towards the end of 1990.
- Planning permission is being sought for a 'wet dock' and lifting system on the quay-side at the Poole depot. This would enable lifeboats to be launched and hauled out quickly and safely without recourse to a crane.

## 50 years ago

From THE LIFE-BOAT WAR BULLETIN No. 1, September 1940

### SUSPENSION OF THE LIFE-BOAT JOURNAL

Owing to the need for the strictest economy in the use of paper the Institution's journal "The Life-boat" stopped publication after the number for April, 1940. In its place single sheet bulletins will be issued from time to time to keep branches informed of the Institution's work.

It is hoped to resume publication of the journal later on and to print in full accounts of all services which have taken place in the meantime, so there will be no gap in the published records.

### A YEAR OF WAR

In the first year of the war life-boats were launched to the rescue 1108 times and rescued 2302 lives. They rescued more lives in this one year of war than in the last five years of peace. They rescued on the average 44 lives a week. In the last war the weekly average was 21.

### 64 MEDALS

Sixty four gold, silver and bronze medals were awarded for gallantry. As many medals have been won in this one year of war as in the last six years of peace.

### THE HUMBER'S GREAT RECORD

The Humber station has the outstanding record for the year. Its life-boat "City of Bradford II" has been launched on service 32 times and has rescued 180 lives. Its coxswain and crew have won one gold, two silver and three bronze medals and seven vellums for gallantry.

### DUNKIRK

Nineteen life-boats of the Institution formed part of the "fantastic armada" of little boats which evacuated the B.E.F. from Dunkirk. The life-boats brought off from the beaches thousands of men. All the lifeboats were damaged. One was lost. The cost to the Institution in rewards, repairs and the replacement of the lost boat is over £8000.

### CLOSED STATIONS

The stations at Southwold (Suffolk) and Hythe (Kent) have been temporarily closed on account of the war. Of the life-boats at St. Peter Port, Guernsey and St. Helier, Jersey the Institution has had no news since the Germans occupied the Channel Islands at the end of June, but the son of the St. Peter Port coxswain is believed to have been killed by enemy action on board the life-boat when she was out on the night of 28th. June.

*Twenty six quarterly Life-boat War Bulletins were printed, and it was not until June 1947, seven years after its temporary suspension, that the Life-boat Journal re-appeared - Ed*

## Today's Lifeboatmen

Coxswain/Mechanic Hewitt Clark of Lerwick joined the crew in 1965, and was reserve mechanic from 1966 to 1967. He then served as mechanic until his appointment as coxswain/mechanic in 1979.



Hewitt was awarded a bronze medal in 1983 for the rescue of the crew of three and the saving of the yacht *Hermes of Lune* which was dragging her anchor in North East Mouth, Out Skerries in a south westerly hurricane, rough seas and torrential rain on 21 September 1982.

In 1989 he was awarded a bar to his bronze medal for rescuing three crew members from the fishing vessel *Boy Andrew* which was aground on rocks at Trebister Ness on 13 January.

The Thanks of the Institution inscribed on vellum was accorded to him in recognition of the leadership, seamanship and boathandling skill displayed by him when 33 crew members were taken off the fish factory ship *Azu*, which was stranded on a rock and rolling heavily at Brei Wick in an easterly gale on 28 October 1989.

Hewitt, who is married with three children, also works part-time as a skipper of the Lerwick Harbour pilot vessel. His son, William, is a crew member of the Lerwick lifeboat.

## Facts and figures

Provisional statistics as at 17 August 1990, show that during 1990:

The RNLI's lifeboats were launched 1,927 times (an average of more than 8 launches a day)

Some 611 lives were saved (an average of nearly 3 people rescued each day)

Nearly 10 per cent of all services carried out by lifeboats were in winds of Force 8 and above

Almost 52 per cent of all services were to pleasure craft

There are 264 lifeboats on station, with a further 111 in the relief fleet

120,053 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

# Men Behind the Medals

The Annual Presentation of Awards Ceremony in London provides a rare opportunity to gather together some of the year's medal winners and allow them to talk about their lifeboats, their services and their methods and views. Silver medallist **Alan Thomas** from Tenby and Bronze medallists **Dave Kennett** from Yarmouth, **Peter Race** from Teesmouth and **David Steenvoorden** from Cleethorpes sat down for a chat. The Inspector for the East Division **Tom Nutman** posed some questions

**Tom Nutman:** *All of your services were very different, so can we talk about the suitability of your particular class of lifeboat for the service you carried out. Three of you have been on 'conventional' boats before you took over the new fast type of lifeboat and Dave Steenvoorden, although he's the helmsman of a D class inflatable, has a lot of experience with other types of similar-size boats. How would you have coped in those services with the old lifeboats?*

**Dave Kennett (Yarmouth, Arun class):** I think one of the advantages of the new boats is the engine power. I don't think you could ever get into trouble with the power the Arun has.

Sometimes you've only got short moments when there's grip under the props. In the older boats when your stern was up you had very little thrust, and when she came down you only had a limited amount of horsepower, and time, to back off. With the Arun you've got thrust from the moment the prop is in, and you've got a lot of power. That's the difference – the 'conventional' boats' sea-keeping was second to none, but they didn't have the power. We had to reposition them by backing off all the time, now you can use the engines and rudder to manoeuvre more or less within the length of the boat.

We had a very rough trip down to the casualty, and part was in very shallow water with a long, heavy breaking sea. There was so much breaking water it was quite dangerous and when we arrived we had to rest the crew and sort the lifeboat out – a 3/4in bolt had sheered on the rear door for example. We came off the top of a sea hard enough to split

one of the fuel tanks, but all-in-all the lifeboat performed very well. We have a nice big open foredeck on the Arun, so the chaps could work the foredeck and have plenty of room for survivors to come down the scrambling net.

**Peter Race (Teesmouth, Tyne class):** There's no way I'd run the old boats down, they were marvellous boats, but technology has moved on and I don't think we could have done our service in the old boat because of the lack of power.

Under the cliffs there are boulders as big as houses in places, and in surf the echo sounder doesn't give you much help – it was showing between 18ft and nothing. I kept letting her go in with the seas – going astern into the weather – and she hit the bottom a lot, but with the power we were just backing her off. That was the depth indicator: 'when she bumped hard we came out again!' You could never have done that with a

conventional wooden boat, and I would have been terrified of putting her on the bottom. We would probably have put the anchor down, veered in and held off. Doing a similar sort of thing, but without the speed and the confidence. It would have been really difficult.

Another really good thing about the Tyne is the confidence you get from the propellers being in tunnels. We practise going ashore on the beach, and you can put the stem ashore, step off almost dry and then pull her off again.

**Alan Thomas (Tenby, Tyne class):** We couldn't have carried out the service in the same way with the old boat – in the first place we wouldn't have been there in time.

We had to carry out the rescue stern-to, because of all the nets and ropes floating downwind, so it was just a case of doing what you can when you can. I was concerned about rolling the casualty over before we could get the fellow out. I used the power to stay with him, to stop going any further on top of him. We didn't touch the boat at all.

**David Steenvoorden (Cleethorpes, D class):** The Avon is a better boat than the earlier Ds. I find that with the D class we are out of the water more than in it, I don't think the prop touched the water during the whole service! They are a very suitable boat for our kind of environment. So responsive, she can whip round and get us out of trouble quickly. If we get a big wave we can just whip round it. That's the secret of a D class – fast and efficient.

*With the men inside and dry for most of the time, and all the electronic equipment, is there still the same need to have strong fit crew members on the boats that there has always been?*

**Kennett:** It was because we had two very

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**You can use the engines and rudder to manoeuvre more or less within the length of the boat**

---

– Dave Kennett



Coxswain Dave Kennett takes the Relief Arun class *Margaret Russell Fraser* across Christchurch Bay. Conditions in the area were far worse during the Bronze medal service. (Photo Malory Maltby)



## Peter Race



Coxswain  
Teesmouth  
Tyne class  
lifeboat

**Bronze medal**  
26 August  
1989

A NNW Force 7 was blowing on to rocks under a sheer cliff when Coxswain Race took the Relief Tyne class lifeboat *Owen and Ann Aisher* in to heavy breaking seas to rescue the crew of a fishing vessel which had been driven ashore.

The small X boat was used to recover the casualties and the Acting Mechanic who manned it and the helmsman and a crew member of the Redcar Atlantic 21 also involved in the service received Certificates of Thanks on Vellum

## Alan Thomas



Coxswain  
Tenby  
Tyne class  
lifeboat

**Silver medal**  
22 September  
1989

In a WNW Force 8 to 9 wind, very rough seas, rain squalls and poor visibility Coxswain Thomas repeatedly manoeuvred the Tenby Tyne class lifeboat *RFA Sir Galahad* inside the surf line off Worms Head to maintain close contact with two fishing vessels.

The skipper of one boat became trapped in his wheelhouse as the vessel almost capsized, and he was rescued through the window. The other vessel was escorted to safety.

## Dave Kennett



Coxswain  
Yarmouth  
Arun class  
lifeboat

**Bronze medal**  
28 October  
1989

SW winds reached Force 11 during Coxswain Kennett's long and arduous service to a Ro-Ro ferry off Swanage in the Relief Arun class lifeboat *Margaret Russell Fraser*. Her cargo had shifted and she was anchored without power three and a half miles offshore. Two crew were rescued from a scrambling net at her stern in total darkness.

The coxswain of Swanage lifeboat was awarded a Certificate of Thanks on Vellum for the same service.

## David Steenvoorden



Helmsman  
Cleethorpes  
D class  
lifeboat

**Bronze medal**  
30 July  
1989

In confused seas of up to 10ft and winds which touched Storm Force 10 Helmsman Steenvoorden searched for and rescued five canoeists. Driving rain reduced visibility almost to nil in the Humber estuary during the service.

After transferring the casualties to a larger vessel the D class was called to a yacht in difficulties before returning to station.

Two crew members received Certificates of Thanks on Vellum.

strong crew members on the foredeck that they managed to pull the chaps to safety from the scrambling net. The crew stayed down below for the trip out. We also took a trainee. I try to take a younger member of the crew with us on as many services as we can. It is essential that we take these young chaps, because they can pass the information on – it's very useful.

**Race:** We only had three of what you might call our regular crew on our medal service. We had three lads who were on the crew list – at 10, 11 or 12, something like that – and it was their first experience of what you might call really bad weather.

You mix them, because there is no way you can learn by listening to others. The first time you experience it, it's terrific.

**Thomas:** In Tenby there are so many of the boys that have been on the boats, merchant service, fishing boats and so on, and I'm very fortunate with our crew, because everyone's on a par. We don't have to say: 'we'll take him in preference to others'. Everybody can do everything that has to be done.

**Race:** My lads are the same. They can do everything – it's just the benefit of a bad weather service, which you don't get very often.

**Steenvoorden:** At Cleethorpes, with a D class, a fit crew is a must.

When you are on a service like ours you have no chance to speak to each other, so you really have to have a good crew – especially strong ones for dragging people out of the water. One lady in the five canoes was almost hysterical and Martin Kennedy, the biggest lad on our crew, sorted her out and kept her nice and quiet. When we came alongside the pilot launch we kept being knocked away, and it was Martin Kennedy again with his arms round the pilot ladder who held us, he just dug his knees into the sponson and held on.

**Race:** I've got a fellow, Big John, and when we veered the X boat (*a small inflatable carried aboard – Ed*) down under the cliff he was on the rope. When we backed out John was on the rope again, getting it in whenever he had a bit of slack. We need strong fellows without a doubt.

*With the old-type boat when steaming towards a casualty, the coxswain could relax. He was on the wheel and not having to drive the boat all the time. Do you find there is extra pressure on you in the new boats because you are actually taking on the weather from the time you leave until you get to the casualty?*

**Kennett:** I find it quite relaxing actually, I just sit back in the seat as I've got a very good crew to back me up. I've got a good second coxswain for things like the navigation and radio. We are all in the same little cabin.

**Steenvoorden:** I find in the D class you tend to come back very tense because you've got to keep on top of it all the time. You are not just watching the sea, you are also watching the crew – because you can throw one out of the boat without even trying. I've actually had two crew fly 3ft up in the air because I've been a bit lax and not watching

what I'm doing.

**Thomas:** I could say the same really. You play it like a fish when its nasty, depending on how drastic the situation is. On the service we are talking about here we were running downwind so it wasn't so bad.

*How do you find the conditions on the new type of boats, and did it take long to adjust to them?*

**Race:** The biggest difference I noticed, and very quickly, is that everything happens so fast. We used to do a mile every seven minutes, now we do a mile every three-and-a-half.

**Thomas:** You have a much more comfortable seat in these boats. With the Watson you were standing at the wheel, pounding and jarring your legs, and the boys were sitting on those benches which you could only get half your backside on! It was a much worse ride in those boats.

**Kennett:** You are being thrown about more violently. The old boats used to give you a gentle ride, you were only doing 8 knots but with the Arun when you have a 15ft to 20ft foot sea she really does drop hard. It's like any fast boat, like being in a D class!

**Steenvoorden:** When you are on the helm in a D class you have to think of your crew, because you are having a different ride at the stern to your two crew. When you get to a job you are absolutely shattered, with a short sea you are just going bang, bang, bang. It's very exhausting.

**Race:** The two seats in the Tyne with suspension are a boon, the lads behind the helmsman soon let you know if its getting a bit bumpity, because you don't realise it on the suspension seat.

If you get a nasty glance over the shoulder you realise you had better ease up a bit!

*Obviously the new boats are noisier. Do you find that a nuisance on service?*

**Thomas:** In the first place we did, but not so much now.

**Race:** When you go from 8 knots to 18, you get more power, more engine noise and more buffet-ing. It isn't a problem, although the RNLI were concerned originally. It's to be expected, and you live with it.

**Thomas:** ...Plus you are comparatively dry and comfortable. With the Watsons you had a wet backside as soon as you hit the water.

The biggest difference is that with the old type of boat from the time you were called out you were just thinking about where you were going and what you were going to do when you got there.

*Turning to equipment. Is there anything that you find particularly useful? Is there anything else you would like to see, or is there anything you feel no use for?*

**Steenvoorden:** I find on the D class the new compass position is perfect – you are not chasing the compass all over the bottom of the boat. We leave it permanently fixed at all times.

**Thomas:** I'd like to see the anchors made up, ready to go away. When you need an anchor it's usually in a hurry.

**Kennett:** I couldn't agree more. When you need an anchor you need it very quickly, and I think it would be possible to come up with an

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**With the Watson you were standing at the wheel, pounding and jarring your legs**

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– Alan Thomas

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# Men Behind the Medals

continued

easier method, and for recovery as well. You need a lot of crew to recover an anchor on the foredeck, they all have to hang on, and there's always the chance of the lines washing over the side. (*Trials with a new stockless anchor are under way* – Ed)

**Race:** I'd agree with all those comments. On a Tyne class I have never used an anchor in anger to do a service. Even on the old boats I can only remember using it once in 20 years. It is a bit of a pain having to pass shackles, and thinking 'for goodness sake don't drop it'. We carry a spare shackle, but there is still the risk in recovering the anchor.

**Thomas:** With the Watson we used the anchor quite a few times, but we've never used it on the new boat. Perhaps a digital echo sounder in the wheelhouse, like there is outside. The graph one inside is a bit of a pain. With an echo sounder you want to know what the depth is straightaway. With the digital you are spot-on. (*Arun and Tyne classes are now being retro-fitted with digital echo sounders in the wheelhouse* – Ed)

**Kennett:** We have used our anchor. Mainly to take stranded vessels off the beach, in broken water in particular and more so with the old boat. I think anchoring is a nuisance really, it is much better to stay free and it is something less to worry about, especially with recovery.

**Steenvoorden:** We've never used the anchor. Looking at it from the stowage point of view, we have all this equipment on a D class and nowhere to put it. We are now carrying a first aid kit in with the anchor - we can no longer get it down the pocket at the side of the radio.

*If you did anchor in a bad weather service would you try and recover the anchor or would you just cut it?*

**Steenvoorden:** With the D class I would just cut it.

**Race:** It's one of those decisions you would make in the heat of the moment.

**Kennett:** I think the only time I would want to use an anchor is if we had a vessel ashore and were trying to tow her off. A strong ebb tide over a shingle bank, that's the time to use the anchor.

Putting a line on a casualty with a strong tide you could quite easily finish up on top of a bank or shore yourself. If you have got to stay for a time the anchor does hold you in position, so you are ready to tow.

*Let's pick up on towing. Do you think towing is part of the job and how do you find your boats for towing?*

**Thomas:** Very good. I run my own boats as well as being on the lifeboat, and if I were to break down and someone came to pick me up I wouldn't just get off my boat and leave it – and I don't blame anyone for doing the same. And sometimes it's safer to take the whole boat rather than go alongside and try and take the people off.

**Kennett:** It's essential to have a nice long line, so that you can adjust it for towing in various sea conditions. The new line stretches well and

gives quite a nice tow.

**Race:** We haven't used the latest long line yet. Obviously it's best kept in the water – we used to have a couple of coils fastened with a fender to keep the line down, but we don't really need that now. The new rope is 3 1/2in circumference, an excellent piece of equipment.

*Have you had much difficulty in towing with the casualty surging in a following sea?*

**Kennett:** I think this all comes down to experience, regulating the line to the length of the sea. I try and arrange it so that the vessel being towed is going up the same sea as we are, and it works quite well. 20ft, even 10ft, of line makes a difference between the casualty surging past you or staying fairly well back.

We have quite a few yachts with broken rudders and we find a drogue an important part of towing. Because these small sailing boats go all over the place you have to be very careful. We drop the drogue in their cockpit, and we tell them what to do. We had one made up specially with two fathoms of chain to keep it down. It works very well. (*Trials with a casualty towing drogue are under way. If successful it will be issued to all All-weather lifeboats* – Ed)

**Steenvoorden:** We had the choice of carrying our line, but although we did want to dispose of it I elected to keep it so we could give it to a casualty if necessary. Using the weather and tides you can tow with a D class almost as well as with an All-weather boat. We've towed a couple of 32-footers and umpteen yachts. One day we went out and found the boat was too big to tow, so we called for the assistance of the Arun.

As Dave Kennett was saying, you just need a long tow. We carry two lines and usually use the shortish one for pleasure craft. But if you've got a following sea then we use a longer one. I like to put one of the crew members aboard anyway when we are towing.

**Race:** It gives you more confidence if you've got one of your own men aboard, particularly if he takes a hand-held radio with him.

**Kennett:** It depends on the conditions. Sometimes trying to get alongside a casualty you can do an awful lot of damage, especially if it's a tiny little boat, and you could probably finish up on top of it if you are not careful. That's why I try and use our Y class inflatable, which is useful for putting

people on board in a rough sea. We use it almost to excess, but it certainly saves going alongside with the big boat.

**Thomas:** It depends what sort of boat it is. If it's a local boat and you know the fellow, then perhaps we wouldn't bother. But if it's a stranger then we try to get somebody aboard.

**Steenvoorden:** We always try to do it very diplomatically. To put a crew aboard to take charge we always say 'we would like to put somebody aboard to assist'. You've got to be diplomatic.

*We now have far more electronic equipment on the lifeboats than we ever had. Do you find it useful, or do you feel that there is too much reliance on electronics?*

**Kennett:** You cannot get away from basic navigation. We have got to remember that these aids to navigation are purely an aid.

**Thomas:** They're an aid to navigation, as long as you bear that in mind and not place too much reliance on them. I don't think we use them to their full potential. As far as I am concerned as long as I can get the latitude and longitude everything after that is a bonus!

**Race:** My lads are quite confident with all of it, but with varying degrees of success. Some are absolute wizards, we have a couple of lads who are used to pounding keyboards and they are really whiz. It's definitely an aid to the chart and the watch. We make a point of putting a mark on the chart every half-hour, because you never know when you are going to lose one or other of the aids, or even all of them.

*So you think the local knowledge that all lifeboat stations have is going to continue?*

**Kennett:** I don't think there's a substitute for sound local knowledge. Instruments or qualifications will never take its place for close-in navigation.

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**It gives you more confidence if you've got one of your men aboard – particularly if he takes a radio**

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– Peter Race



Tenby's Tyne class lifeboat RFA Sir Galahad, pictured with her Royal Fleet Auxiliary namesake Sir Galahad. The lifeboat is named to commemorate the RFA ship lost during the Falklands conflict (Photo Gareth Davies)

**Steenvoorden:** Local knowledge is the most important piece of equipment in our boat. In a D class all we have is a compass and a watch – something that would tell us where we are when it's foggy would be an advantage. (*Investigations to find a suitable VHF DF for ILBs are continuing – Ed*)

**Kennett:** Going out to sea is quite a simple thing. Going in around rocks there are only a certain number of people who know where they are going – local knowledge again.

*More and more casualties have electronic position finding equipment and are more likely to give you a position. Is this helping you?*

**Kennett:** Yes, it's a great help. But you have to update the information and make sure it's coming from the right source. I find that the VHF direction finder is one of the finest pieces of equipment, because if the casualty has a VHF you can't go wrong – it can save miles searching when you can get a transmission and home on it. We can, and do, home on them.

But let's face it, we have done without all these things and there are a lot of lifeboatmen who have carried out a lot of very difficult tasks, in foggy weather, bad conditions. All these things are an aid to help us.

*Moving on to the gear that you wear. Having gone from conventional boats to the new type, do you find the modern gear suitable?*

**Steenvoorden:** A lot of stations do not like helmets in the D class, but we always wear them, on exercise or service, sunny or raining, and because we always wear them we have got used to them. For the service when we got the medal the visors were a blessing. We would never have found the casualties without them. We wear drysuits all the time too. You never know how long you're going to be out, you might save a person in the water and then get diverted somewhere else – we have a rule, always put a dry suit on.

**Kennett:** We find that the oilskins sweat from the inside, and we get very hot, especially in the summer, but in the winter they are superb. The lifejacket's a problem, when we are on the upper steering position it tends to drop over the wheel and get in the way. You can't see your feet and you feel so clumsy when you want to walk about. With all the gear on, and your winter woollies, you feel a bit of a zombie. (*Research into a new, more compact lifejacket is also well under way – Ed*)

**Thomas:** I don't like the helmets. They are a distraction, and just glancing behind is an effort. You have to turn much further round to see. The clothing is pretty good but the new gear is not something you can just jump into, like the old waders and 'yellows'.

**Race:** I have no complaints at all about the foul weather gear. It's the best we've had – it's warm, perhaps too warm in the summer so very often we just wear the bib-and-braces trousers. When we did the medal service we left the station with our helmets on, strapped in, and were using the intercom on the way down. When we got to the cliffs and I went up to the steering position I took my helmet off, because you need the wind on your face, and to hear what is going on. It is not just one sense you are using, you are using all your senses to get a feel of the conditions.

**Steenvoorden:** The helmet can be a hindrance at times when you are working at close quarters, but with a D class so low in the water the spray on your face hurts and your eyes sting. If you are searching for someone like those canoeists and the visibility is down to 50 to 60 yards the bit of protection the visor gives is excellent, you are not forever wiping your eyes.

**Race:** It's very difficult to move about the wheelhouse and in between the seats with a lifejacket on.

*All of you are saying that the helmets have disadvantages. Can you think of any headgear that would be preferable?*

**Thomas:** I would prefer to wear the bump caps, we usually do.

**Race:** I take Dave's point on the helmet, we tried visors on two lads who were lookouts outside, because you can't see from within a wheelhouse, and they were over the moon about them. In fact we all have visors for our helmets now.

*Gang Warily ashore after the weather had moderated. Coxswain Race took the Tyne class lifeboat Owen and Ann Aisher (inset) into the surf among the rocks to snatch the skipper from his wheel house. (Main Photo – Ron Sotheran, Inset – Whitby Gazette)*



**Kennett:** I feel that the helmets are cumbersome. When you are working on deck you shout instructions and the other crew can't hear you. When we started to hit the seas going down to Swanage I said 'right chaps, I don't want to be hard on this, you know I've got to tell you to put your helmets on'. Personally I don't like wearing a helmet as I find it too restrictive, as do my crew.

*How do you feel about safety lines, and how do you find them in use?*

**Thomas:** It depends on what you are doing. If you know you are going to stay in one position then fair enough, but if you are going to be a bit agile they tie you up.

**Race:** In a search we put a man each side of the top steering position, and if it's bad they clip it on for their own security, so if they do become a bit lax or get caught out they know they are not going to leave the confines of the cockpit.

**Kennett:** We use them when the chaps are working in severe conditions, unless they are helping a casualty over the side. They don't like being tied down, its like having seat straps on in the wheelhouse. My chaps don't like being tied down to the seats.

**Race:** We use our lap straps when it is bad, because it gives you free hands and you can relax a little bit.

**Thomas:** Quite a few of our chaps use them.

*We have talked about many aspects of the lifeboats and the services so perhaps we could look at the aftermath. How do people respond after the danger is over?*

**Steenvoorden:** The five canoeists had written off their boats, but we put them on the pilot launch and had the canoes and paddles waiting for them at the station. They couldn't believe it, we had a lovely letter and they are having a charity 'do' for us. It makes it all worthwhile.

**Race:** I don't like to take money. People offer whatever they have got with them, £5 or £20 notes, but I always say: 'you are under pressure now and we appreciate it, but if you feel the same way tomorrow or next week then write in. You are not obliged to, we are not a service that charges.' Give anyone the idea that they have to contribute to get saved, and we've lost. We never, ever lecture either. The Coastguard can make a comment though...

**Kennett:** If someone comes up and says 'look at the fools going across the Solent in those awful conditions' I ask if they have ever done anything silly, like walking across a road and nearly being run down by a car.

It's like everything, if you ride a bike long enough you'll fall off it. And its not only the yachtsmen, anyone can get into trouble, even professional seamen. It's nice if people come back and say 'thanks a lot'.

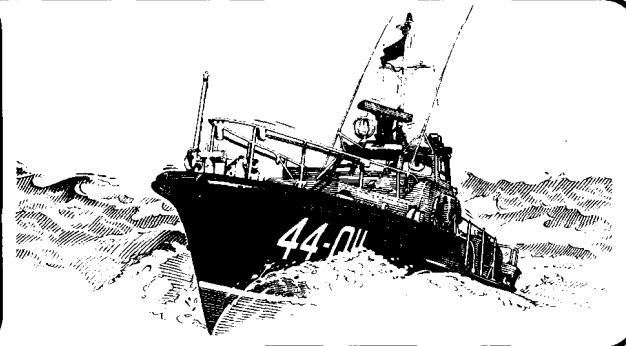
**Steenvoorden:** I think that's it. I don't think we have finished when we've got them ashore. We take them back to the station, give them a cup of tea, help them recover the boat. We always recover the boat for them if we can.

*Gentlemen, thank you all very much.*

***I don't think we have finished when we've got them ashore. We take them to the station, give them a cup of tea, help recover the boat***

***– David Steenvoorden***

# Lifeboat Services



LIFEBOATMAN ALONE ABOARD PILOT BOAT PLUCKS CREW TO SAFETY IN SEVERE GALE

## Three rescued from tug after night collision with coaster

Shane Coleman, Second Coxswain/Mechanic of the Lowestoft lifeboat has been awarded the RNLI's Bronze medal for bravery for rescuing three men from a sinking tug with the Lowestoft pilot boat.

In his official account of the rescue, Tom Nutman, divisional inspector of lifeboats for the east division commented: 'Mr Coleman showed excellent handling skills and put himself and his boat into danger to effect the rescue. His prompt, courageous actions no doubt saved the three survivors who would have been thrown into the winter sea soon afterwards without lifejackets or other lifesaving aids.'

The incident occurred shortly after midnight on 26 January 1990, when Shane Coleman, having put a pilot aboard the 240ft *Oakham*, was alone aboard the Lowestoft pilot boat. It was a dark night with a severe gale Force 9 to storm Force 10 wind from the south west, seas of 6ft and driving spray and, shortly after landing the pilot, he saw the coaster collide with a 60ft tug.

### Sinking

The tug, *Impulsion*, had been struck on her port quarter by the coaster's bow and began to list heavily to port. Shane Coleman immediately took the pilot boat around the coaster's stern towards the tug, but by the time he reached her she was already sinking rapidly, with the stern under water at an angle of some 50 degrees and her wheelhouse only about 4ft above the surface.

The three crew members had climbed out of the forward wheelhouse windows and could be seen standing on the top of the wheelhouse with cordage and flotsam from the tug floating all around. Coleman realised that there was no time to spare and made a fast approach towards the starboard side of the casualty, aware that no matter how he approached her the pilot boat would be among the floating debris.

As he drew close he slowed and, when

**'There was a distinct possibility that the pilot boat would be pulled under as the tug sank'**

some 10ft away, the port engine stalled when the propeller was fouled by debris. He increased speed on the starboard engine and drove his boat up to the starboard side of the tug's wheelhouse, from where the three survivors stepped aboard.

With only the starboard engine functioning Coleman went astern to get clear, but within half a boat's length the remaining engine stalled as its propeller also fouled on a line in the water.

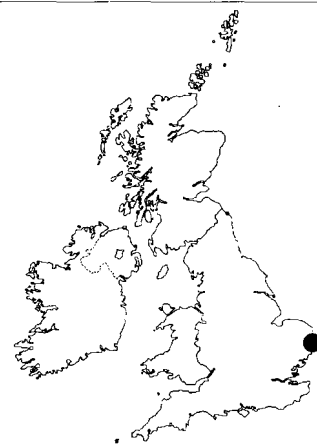
### Pulled under

All three crew were now safely off the tug, but the pilot boat was without power and, with lines from the tug firmly around both propellers, there was a distinct possibility that the pilot boat would be pulled under as the tug sank. He informed the coastguard of the situation by radio and asked for lifeboat assistance.

Asking all three survivors to put on lifejackets from the pilot boat he prepared the liferaft



**Bronze Medal**



*Lowestoft  
East Division*

for immediate use and, at 0050 the tug sank. The stern of the pilot boat was pulled down by the lines fouling her propellers and still attached to the tug, but fortunately she remained above the water.

Eleven minutes later the Lowestoft lifeboat came alongside and took the three men from the tug aboard. The youngest survivor was badly shocked and having decided to land them at Lowestoft the three survivors were ashore by 0145.

The lifeboat returned to tow the pilot boat back to Lowestoft after she had been cut free from the wreckage.

Readers will note that this issue contains reports of two RNLI awards for acts of bravery when not aboard a lifeboat.

Although there is an RNLI connection in both of these incidents this is not a pre-requisite for an award. The RNLI's charter empowers it, within certain guidelines, to confer awards 'for distinguished gallantry or service' to any person using a vessel in an attempt to carry out a rescue.

Awards can also be made to RNLI personnel attempting rescue from the shore.

# Lone yachtsman saved by men from Morecambe lifeboat station

The Thanks of the Royal National Lifeboat Institution inscribed on Vellum have been awarded to three men from Morecambe lifeboat station following the rescue of a yachtsman who was stranded aboard his anchored yacht in darkness and storm force winds.

Keith Willacy, the honorary secretary, and lifeboat crew members Steven Waite and Michael Mayfield carried out the rescue in the local Fisheries' inflatable Zodiac because of the need to transport a boat by road to the scene in the short time available.

Keith Willacy, as Senior Helmsman of Morecambe lifeboat has previously won the RNLi's Silver medal for bravery in 1982 and Bronze medal in 1973.

The deputy divisional inspector of lifeboats for the West Division, Captain Hugh Fogarty, said in his official report: 'The successful outcome of the service was due to the high degree of seamanship displayed by all three crew members, the instinctive boat-handling ability of Keith Willacy, and the absolute discipline of the crew. The courage displayed by all three men is emphasised by the fact that they were fully aware of the conditions that they would encounter prior to launching.'

## Flashed

The first indication that the yachtsman was in trouble came in the early hours of Monday 12 February 1990 when an 'SOS' message, flashed with a torch, was seen from a yacht anchored off Glasson Dock on the river Lune, near Lancaster. A Force 9 gale was blowing from the north west, gusting to Force 10 or 11 in hail and rain squalls.

Keith Willacy, the honorary secretary of Morecambe lifeboat station and also local Fisheries Officer decided that the quickest way to reach the yacht was to take the Sea Fisheries Committee's inflatable Zodiac by road to the scene, as it was ready for transporting by road, unlike the station's RNLi inflatable lifeboat, and time was of the essence.

At 0209 the Zodiac was launched from Glasson Dock with Keith Willacy at the helm and accompanied by RNLi crew members Steven Waite and Michael Mayfield.

The two crew members were positioned right forward to steady the small inflatable with Mayfield operating the radio and Waite handling the portable searchlight. Both men also guided the helmsman so that he could

Thanks  
on  
Vellum



avoid objects in the water, which included small craft moorings, branches and other flotsam.

Seas 5ft to 6ft high were encountered for some quarter-of-a-mile from the slipway, and progress was slow because of the weight of water being shipped and the very poor visibility in the blown spray.

## Searchlight

The white hull of the yacht *Phoenix* showed in the searchlight when she was approximately 100 yards away, lying head to wind about 100 yards from the shore. Keith Willacy manoeuvred the Zodiac alongside intending that Michael Mayfield should jump aboard to attend to whoever was on board. However, before he could climb aboard a man from the yacht threw himself into the Zodiac and Willacy was able to ascertain that he had been the only person aboard.

While they were alongside a hail squall struck and the yacht pitched heavily in the 4ft



Keith Willacy, honorary secretary at Morecambe and helmsman during the rescue of the yachtsman, pictured at the time of his Silver medal award.

to 5ft waves, forcing water up between the two boats and filling the Zodiac. The yacht provided a little shelter so the crew held on until the squall passed.

The slipway from which they had launched was the only possible place to land, so once the squall had passed the Zodiac headed into wind and sea towards the slipway. Visibility was down to two or three yards in the spray and spume and the seas constantly filled the boat.

## Unlit

Once abeam of some harbour docking signals there were no further lights to indicate the position of the unlit slipway at Glasson Dock and the conditions became worse with seas of 8ft to 10ft at the dock wall. On three occasions one of the inflatable sponsons was lifted clear of the water and all three crew members felt that a capsizing was a distinct possibility. The two crew members forward found breathing difficult due to the quantity of spray in the air.

It was only when the crew caught sight of some reflective strips on the lifejacket of a man ashore that they knew how close they were to the slipway. Willacy turned the lifeboat 120 degrees to port, but was unable to judge the best moment to land as he could not see the approaching waves.

His near approach to the slipway was virtually blind and on the first attempt the boat's bow rebounded off the slip. With great skill Willacy manoeuvred rapidly in a very confined space and drove the bow ashore a second time. This time the boat was held with the help of the man ashore and the survivor was landed over the forward canopy.

A party of coastguards and other helpers arrived shortly afterwards to take care of the survivor and to help recover the inflatable - which was back ashore at 0226.



# 28 saved from Bulgarian vessel aground in southerly gale

## Oh dear, oh dear

On 21 May Bridlington's D class lifeboat was launched after two deer from a nearby park took to the water when chased by dogs.

We reproduce the station honorary secretary's report verbatim: *'The Sheriff of Nottingham (in the guise of the senior coastguard officer on watch) quoth that two of the King's Roe Deer were in the sea and swimming towards the continent, he requested assistance. He was told to sound the hunting horn to assemble the merry men.*

*'Once assembled they were told of the situation, asked to leave their longbows ashore so as not to puncture the inflated goat skin of the ILB coracle, launch the coracle, and endeavour to turn the deer back to the beach where the Sheriff's men were waiting with their blue and yellow charger. They were told not to capture the deer as they would be seen and taken.*

*'This the men did, with great heart, turning the deer back some one furlong and four poles from the shore. The Sheriff's men drove the deer back into the forest, after dispersing an ugly mob of local peasants holding their curs in check.*

*'Having not taken the deer, so having no venison for supper, the merry men returned to the safety of the greenwood tree.'*

Valuing the animals at up to £1,000 the Hon Sec noted that he didn't think this was too dear...

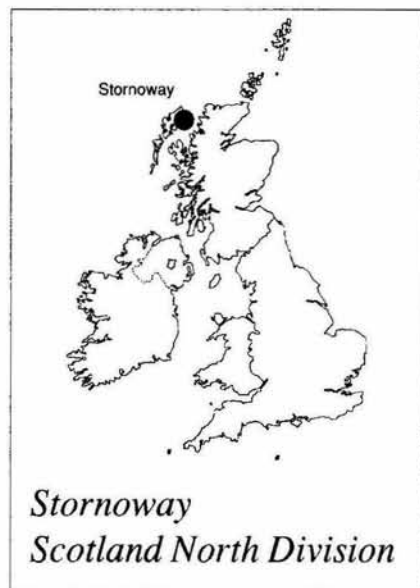
Stornoway's Arun class lifeboat *Sir Max Aitken II* rescued the entire crew of 28 from the Bulgarian fish factory ship *Condor* when she was stranded on rocks some 26 miles from the station, and subsequently sank.

Stornoway Coastguard alerted the station at 0135 on 25 April 1990 and the lifeboat was under way 14 minutes later for the two-and-a-half hour passage, almost directly into the increasing SW Force 5 wind, which was producing a heavy sea and swell.

The ship was found aground on Eugene Rock, settling by the bow with her stern lifting. By now the wind had increased to Force 6 and the lifeboat, having made her first approach by the ship's low ramp, moved forward to lay alongside and began to embark the crew, using a pilot ladder lowered over *Condor's* starboard quarter.

At 0445 the ship's captain gave the order to abandon ship and ten minutes later, with all of her crew aboard, the lifeboat cleared the casualty which was now well down by the head with her propeller showing above the water. The wind was still increasing and had reached gale Force 8 by this point, having also backed to the south so that the Arun now had to run directly down-wind to reach her home port.

With the extra weight of 20 survivors below and another eight in the wheelhouse, plus their personal effects, the lifeboat was



well laden and the coxswain could only make 13 knots in any comfort for the passage back to station.

All survivors were landed safely in Stornoway, and the lifeboat was refuelled and ready for service again an hour later.

### HELP FOR FISHING VESSELS IN HURRICANE AND CALM

## Extremes of weather at St Helier

The RNLI's chief of operations has written to the St Helier lifeboat station expressing thanks for the way in which the crew of the station's new Tyne class lifeboat *Alexander Coutanche* handled a service during the storm of 25 January 1990.

With winds reaching hurricane Force 12 the lifeboat put to sea after receiving a report from the French rescue authorities that a fishing vessel, *Antaeus*, had fouled her propeller 16 miles from the station. In quite atrocious conditions the lifeboat found the casualty after more than two hours at sea in waves which were estimated to be up to 60ft high and with visibility at the search area as little as a quarter of a mile.

*Antaeus* was eventually able to regain power and make her way slowly towards Granville on the French coast, with the lifeboat escorting her for half-an-hour until she was released to return to her station just after 1300.

In complete contrast *Alexander Coutanche* was

called out in a flat calm to another fishing vessel, *Port du Hurel*, when she struck rocks three miles SSE of the station on 17 July 1990.

Despite visibility officially described as 'nil' the lifeboat was alongside the casualty in less than an hour from her first call and put pumps aboard in an attempt to keep her afloat.

However, despite the efforts of three pumps it became obvious that *Port du Hurel* was about to sink and the crew were taken off – just five minutes before she foundered.

The last moments of *Port du Hurel*. (Photo - Jersey Evening Post)



## Pillaging will be delayed slightly...

It is not often that a lifeboat tows a Viking longship, but it does happen!

Moelfre's Tyne class lifeboat *Robert and Violet* is pictured doing just this on 15 July 1990 after receiving a call from the replica Longship *Dyflin*, based in Ireland and on passage from Holyhead to Liverpool. She had suffered a mechanical failure, there was not enough wind for her to sail and her 11 crew were reported to be exhausted – perhaps they had been trying to emulate Vikings of old by rowing the 76ft vessel.

The lifeboat was launched at 1221 and quickly found the casualty, towing her some 11 miles to Amlwch on Anglesey. She was back at her station and ready for service again by 1638.



### LIFEBOAT TAKEN THROUGH 30FT GAP IN ROCKY LEDGE TO REACH CASUALTY

## Lifeboat and casualty swept by breakers during rescue

The Director of the RNLi has written to the Cullercoats station congratulating the Helmsman, Robert Oliver, and the crew of the C class inflatable. The letter followed a service to an open, 27ft ex-ship's lifeboat, *Herald D*, which was ashore in heavy weather four miles north of the station. The two occupants were saved.

It was 1308 on 9 June 1990 when the Coastguard first informed the lifeboat station of the casualty, and seven minutes later the C class launched in a NE Force 5 wind which was increasing. The wind was blowing the tops from the waves, and the boat and crew suffered severe punishment while driving into the sea and weather. In the 7ft sea the inflatable could only reach maximum speed in the troughs and the helmsman had to 'tack' the boat to windward.

Arriving on scene at Hartley Bay the casualty could be seen ashore on rocks, with waves up to 10ft high breaking over her. A little offshore a submerged ridge of rocks (locally called The Bank) was making the swell bigger still.

The crew prepared lines for an attempt to tow the casualty off and Helmsman Oliver steered for an opening in The Bank just 30ft wide. Driving the boat in through 10ft breakers, with continuously breaking seas outside and inside, he avoided numerous crab pot lines and went in past the casualty to turn into the breakers and come alongside her.

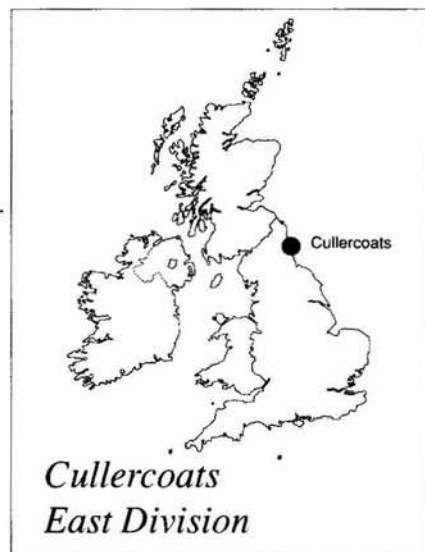
*Herald D* had swung round, with her stern

**'an attempt was made to drag the casualty clear but she almost filled and broached as the tow tightened'**

fast on rocks, and the lifeboat was driven on to her weather side with great skill as she lifted and ranged in the force of breakers. A tow line was passed and, with waves breaking over both lifeboat and casualty, the helmsman held the inflatable in position with the throttle until the line was secured.

Nursing the lifeboat over the incoming breakers until the tow line was taut an attempt was made to drag the casualty clear of the rocks, but being an open boat she was almost filled and began to broach as the tow tightened. The lifeboat's helmsman, realising what was happening, allowed the breakers to drive the boat back towards the casualty.

With the line retrieved Helmsman Oliver waited for a chance to turn and took the lifeboat down past the casualty again. Judging it perfectly, he swung the lifeboat head to



sea and drove her alongside the casualty. *Herald D* was almost down when the lifeboat came alongside, and one man jumped aboard while the other had to be helped.

The lifeboat then headed out through the breakers to slightly quieter waters going ahead through 9ft to 10ft breakers until it was safe to set course for Seaton Sluice, the nearest harbour.

Because of the state of the tide Seaton Sluice harbour entrance was dry and the lifeboat swung away to the north until the breaking seas could be brought astern and she could be driven straight onto the beach.

The crew pulled the lifeboat clear of the water, with help from the breakers, and the two rescued men were delivered into the care of a Coastguard MRU Land Rover.

The C class was then relaunched through the heavy surf and returned to station, beaching there at 1405 and being ready for service again at 1415.



**SLOW TOW FOR YACHT IN GALE FORCE CONDITIONS**

# Two lifeboats in night search for disabled yacht in heavy seas

The Institution's chief of operations has written to Stephen Vince, the Coxswain/Mechanic of Poole lifeboat, to congratulate him on his leadership and boat handling skill during an arduous night service to a yacht in difficulties, a call which also involved the Swanage lifeboat.

At 2040 on 18 May 1990 the Coastguard informed the deputy launching authority at Poole that the yacht *La Mouette* with three people on board was overdue. Earlier the yacht had reported steering failure near Old Harry Rocks, in the vicinity of Swanage, but that she was progressing under power.

In fine weather, but with a strong easterly wind making the sea very rough, the 33ft Brede class lifeboat *Inner Wheel* left her moorings at 2100 to search the entrance channel and then proceeded to Old Harry Rocks, where she spotted two yachts, neither of which was the casualty.

The Swanage lifeboat *Horace Clarkson* was also launched, at 2112, to join the search.

*Inner Wheel* was searching along the west of Swanage Bay when the Coastguard lookout at St Aldhelm's Head, further to the west, saw a yacht steering a confused course and, in fading daylight, directed a rescue helicopter to the yacht's position – five-and-a-half miles south west of the headland. The helicopter lowered a diver onto the yacht where it was learnt that this was the casualty, with a badly damaged rudder.

The Poole lifeboat arrived on the scene at 2200 and, in gale force winds and very rough seas with a swell of about 15ft, transferred the diver on board the lifeboat and put a lifeboat crew member onto the yacht.

Manoeuvring away from the casualty to enable the helicopter to lift off the diver the crew prepared a tow line, passing it to *La Mouette* with the assistance of Swanage lifeboat which had arrived at the scene some 20 minutes after *Inner Wheel*.

The lifeboat took the casualty in tow to



Poole, up-wind and up-sea in winds which were reaching gale Force 8. The tow was a slow one, due to the sea conditions and the small size of the yacht, and the line chafed through and parted three times at the yacht's bow fairlead. The tow was successfully re-connected each time, despite the darkness and the wind and sea conditions, and at 0325 the yacht was berthed safely at Poole Quay.

The onshore wind at Swanage prevented *Horace Clarkson* from being safely re-housed and she also made for Poole, arriving at 0230 and returning to station later that day.

The yacht's crew were given hot drinks at the boathouse until they were taken home by their families, and the lifeboat was back on her moorings ready for service at 0340.

## Rig supply vessel sinks after collision



Cromer's Tyne class lifeboat *Ruby and Arthur Reed II* is pictured standing by the rig supply vessel *St Mark* shortly before she sank on 6 August 1990.

The lifeboat had been launched at 1620 following a Mayday call from the vessel which had been in collision with a tug towing barges about 6 miles north east of the station.

The ten men aboard the casualty had taken to her own lifeboats and were picked up by another vessel which had been only four miles away when the collision occurred.

*St Mark* went down quickly, but as the wreck was in a busy shipping lane *Ruby and Arthur Reed II* stood by until she had sunk completely at 2030 before towing the ship's lifeboats ashore. Due to the heavy swell she was unable to re-house at Cromer and put into Great Yarmouth before returning the following day. (Photo – Coxswain Richard Davies)

## January storm services

Four of the stations involved in services during the hurricane force winds of 25 January 1990 (Barry Dock, Plymouth, St Helier and St Ives) have received letters of thanks and congratulation from the RNLI's chief of operations.

The conditions were particularly severe in the southern region which is reflected in the location of the stations.

Barry Dock's Arun class lifeboat *Arun* went to the aid of a large pipe laying barge which had parted three of her four anchor cables in winds exceeding 100mph. She stood by for more than two hours in winds of Force 11 and 30ft seas before tugs established a tow and she was able to escort them to port.

Plymouth's Arun class *City of Plymouth* was in operation within the crowded confines of Plymouth harbour where, in the 'sheltered waters', winds touched Force 15 and seas reached 15ft

high. She escorted one yacht to safety from an exposed mooring, towed another to safety and landed a man stranded on a houseboat.

St Ives's relief Oakley *Fairlight* was launched to the aid of a cargo vessel whose anchors were dragging in a Force 12 wind and high seas. After standing by for three hours in appalling conditions the wind eased enough for the vessel to move into deeper water, escorted by the lifeboat.

St Helier's service to the fishing vessel *Antaeus* is covered on page 304 of this issue.



**Naming  
and  
dedication**

# Ceremonies

## Wells-next-the-Sea – Mersey class *Doris M. Mann of Amptill*

It was obvious as dawn broke on a cloudless and sunny summer's day on 17 July that everyone at Wells-next-the-Sea had pulled out all the stops to ensure that the naming of their new Mersey class lifeboat, *Doris M. Mann of Amptill*, would be remembered for many years to come.

As the waiting chairs began to fill the Fakenham Town Band turned up and Sheringham's Oakley class lifeboat made fast at the quay, soon to be joined by Wells' new Mersey.

Visitors for the ceremony came from far and wide, including Miss Mann's home town of Amptill in Bedfordshire, branch and guild members from East Anglia and further afield, lifeboatmen representing all the Norfolk stations, a whole crew from Aldeburgh and even some from Port St Mary on the Isle of Man.

The guest of honour was HRH the Duchess of Kent, who, after initial introductions, took her seat on the platform ready for the ceremony.

Derek Styman, station branch chairman, opened the proceedings with pleasure at welcoming so many people to Wells on such a special occasion. Executor Anthony Northey then handed over the lifeboat to the RNLI on behalf of the late donor and spoke of Miss Mann's 60-year association with the RNLI and her ambition to have a lifeboat named after her.

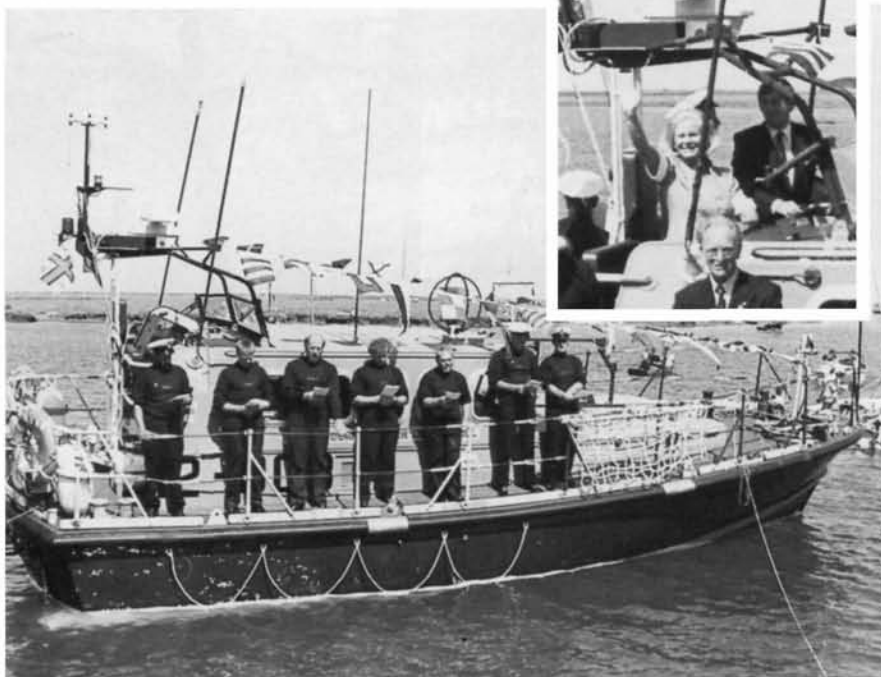
How proud and pleased she would have been, he said, to see the magnificent new Mersey bearing her name at her beloved Wells.

Accepting the lifeboat, Mr Michael Vernon, RNLI chairman, paid tribute to the dedication and enthusiasm of Miss Mann and also thanked the Duchess of Kent for the consistent support she and the Duke give to the Institution.

Station honorary secretary, David Case, gratefully received the lifeboat for use at Wells, offering special thanks for the generosity of Doris Mann, who had been well known in the town.

Peggy Gerken, chairman of the ladies' guild, followed with a bright and comprehensive vote of thanks to the many individuals and organisations who had given time, energy and equipment to make the day so momentous.

The service of dedication was led by the Reverend William Sayer, Rector of St Nicholas Parish Church and lifeboat chaplain, ably assisted by the Reverend John Weaver and



Wells's new Mersey class lifeboat *Doris M. Mann of Amptill* lies off the quayside during her naming ceremony. (Inset) HRH The Duchess of Kent waves a greeting as she takes a short trip on the lifeboat. (Photos Jeff Morris)

Pastor 'Bill' Barton.

At the close of the service, the Duchess of Kent spoke of her pleasure at being back in Norfolk to name a lifeboat funded by an RNLI volunteer and to be manned by the famous Wells crew. With these words, the Duchess named the lifeboat *Doris M. Mann of Amptill* and threw the switch to send champagne over the bow.

As the Duchess moved towards the life-

boat a helicopter from RAF Coltishall clattered into view, flying the RNLI flag in salute. Boarding the lifeboat the Duchess met Coxswain Graham Walker and the crew, before taking the helm during a trip up the harbour channel. Afternoon tea and a chance of invited guests to meet the Duchess informally rounded off one of the days of a lifetime for Wells.

RS

## Withernsea – D class *Banks Staff II*

A plague of small corn flies could not dampen the spirits or enthusiasm of Withernsea lifeboat station and their guests for the naming ceremony of their new D class lifeboat *Banks Staff II* on 28 July 1990.

The lifeboat had been funded from a general appeal to the staff of banks throughout the United Kingdom. Since 1982 the fund has provided three other D class lifeboats, two are stationed at Rhyl and Dunbar and the third is in the relief fleet.

Doctor Tony Fouracre, chairman of Withernsea station branch, opened the proceedings and Mr Richard Barclay,

representing the banks' staff, handed over the lifeboat to Mr Gilbert Gray QC, a member of the committee of management. He in turn passed it into the safe-keeping of Mr Barry Brigham, station honorary secretary.

The service of dedication which followed was conducted by the Reverend Philip Addison, assisted by the Reverend Father Peter Egan and Reverend Robert Wakefield.

At the close of the service Mrs Jane Fouracre, president of the Withernsea Ladies' guild, proposed a vote of thanks and Mr Barclay was then invited to name the lifeboat.

BS

Naming and dedication  
**Ceremonies**  
 continued

**Port Talbot – D class  
 Warwick**

The new D class lifeboat at Port Talbot was dedicated and named *Warwick* at a boat-house ceremony on 2 September 1990.

The lifeboat was funded from a special appeal run by the Warwick Ladies' lifeboat guild and was raised by a variety of fund raising events in their own area, many miles from the sea.

Mr Douglas Scott, president of the Port Talbot station opened the proceedings and Mrs Jane Terry, chairman of the Warwick Ladies' lifeboat guild handed the boat to the RNLI on behalf of the guild.

The Institution was represented by Mrs Fay Cori, a member of the RNLI's public relations committee, who passed the boat to the station, represented by the honorary secretary Mr David Aubrey.

The service of dedication followed, led by the Reverend Stephen Barnes, vicar of Aberafan and assisted by the Reverend Alfred Austin of the Methodist Church, and the Right Reverend Monsignor David Bottrill, parish priest of Our Lady of Margam.

After the service the lifeboat was named by Mrs Ann Ainscow, president of the Warwick Ladies' lifeboat guild.

**Helensburgh – Atlantic 21  
 Andrew Mason**

Helensburgh's new Atlantic 21 class lifeboat *Andrew Mason* was named at a ceremony at Rhu Marina on 27 May 1990.

Dr Peter Campbell, the chairman of the station opened the proceedings by introducing Mrs Janet W. Smith, the donor of the lifeboat, who then handed her over to the RNLI, represented by Mr Archibald MacKenzie, chairman of the Executive Committee of the Scottish Lifeboat Council. Mr MacKenzie in turn passed her into the care of the station, on whose behalf she was accepted by John Gorrie, the honorary secretary.

Mrs Muriel Mason then named the lifeboat *Andrew Mason* before she was launched to give a demonstration.

**Sunderland – Waveney class**

**Wavy Line**

A fine drizzle and overcast sky greeted the RNLI's director, Lt Cdr Brian Miles, for the handing over and re-dedication of *Wavy Line* as the new Sunderland station lifeboat on 7 July 1990.

The Director received a truly warm north-east welcome from Geoff Snowball, chairman of the station, and prior to handing the lifeboat to the station the Director told of the changes and plans

**Relief – Mersey class *Royal Shipwright***



HRH The Duke of Kent, President of the RNLI, aboard the relief Mersey class lifeboat *Royal Shipwright* after her naming ceremony at Greenwich. (Photo Jeff Morris)

The Royal Naval College, Greenwich, provided a unique and splendid setting for the naming of the new Mersey class relief lifeboat, *Royal Shipwright*, by the RNLI's President, HRH The Duke of Kent, on Tuesday, 19 June.

The new lifeboat was funded largely by the Worshipful Company of Shipwrights' Charitable Fund, together with gifts from the Sir John Fisher Foundation, the Moorgate Trust and the generosity of the Company's Liverymen.

Lt Cdr Brian Miles, the RNLI's director, welcomed the President and everyone present including guests representing the donors and voluntary workers in the south London area, who rarely have the chance of attending a lifeboat naming ceremony.

Dr Ewan Corlett, Prime Warden of The Worshipful Company of Shipwrights, was to have introduced Graham Newman, instigator of the lifeboat appeal when past Prime Warden (and also chairman of the RNLI's search and rescue committee) who was to

have presented the new lifeboat to the Institution. Sadly, Mr Newman was ill and unable to attend the ceremony, '...without his drive and enthusiasm we would not be here today,' said Dr Corlett. However, Mr Michael Eward, another past Prime Warden who had raised £6,000 towards the appeal by running in the London Marathon, stood in for Mr Newman and read out the speech, '...as Graham wrote it'.

'It was two years ago in April, in the Painted Hall,' Mr Newman had written, 'that I declared my intention of starting the appeal. The Mersey is the latest lifeboat design. Our lifeboat will relieve all round the coast, and will be seen by more people than a station boat. It is with great pride, on behalf of the Worshipful Company of Shipwrights, that I present this lifeboat to the RNLI'.

Mr Raymond Cory, deputy chairman of the RNLI, accepted the lifeboat with grateful thanks and a short service of dedication followed, led by the Reverend Anthony Ross, Chaplain of the Royal Naval College, and the Reverend Basil Watson, Honorary Chaplain of the Worshipful Company of Shipwrights.

His Royal Highness, The Duke of Kent, then named the lifeboat, saying: 'The entire nation owes its gratitude to lifeboat crews and to the fund raisers. The RNLI as a voluntary organisation is almost unique world-wide and can only exist when great organisations like yours support us.'

The President then went aboard the lifeboat to meet the crew and take a short trip afloat.

the RNLI have in the constant endeavour to give our crews the right boats and equipment. He then passed the boat into the care of Mr Gerry Finn, station honorary secretary.

The Sunderland and Washington Schools' Wind Band, sheltering under umbrellas, accompanied the hymns to the service of re-dedication led by Reverend Ian McLeod.

Chairman of the Sunderland Ladies' guild, Mrs Irene Snowball, then thanked all who had helped in the organisation of the day. **BS**

## Redcar – Atlantic 21 *Leicester Challenge*

Preparations on the promenade for greeting the 250 guests for the naming of Redcar's new Atlantic 21 *Leicester Challenge* were brought to an end as heavy rain swept the east coast on 24 June 1990.

The boathouse however proved the ideal alternative with a viewing balcony and floor space accommodating all guests and interested members of the public.

Mr Arthur Edwards, for the Redcar branch, welcomed everyone and invited Mr John Sutton, chairman of the Leicester branch, to hand over the boat to the RNLI. In doing so Mr Sutton explained how the money had been raised to fund the lifeboat, mostly by involving local schools in sponsored swims and other events.

Accepting the boat on behalf of the Institution, Mr Gilbert Gray QC, a member of the committee of management, thanked all concerned and entertained the guests with a fund of stories on the history of smuggling, wrecking and lifeboat events before passing the boat into the care of Ian Readman, honorary secretary of Redcar lifeboat station.

The station chaplain, Reverend James Robertson, conducted the service of



Mrs Sheila Harrison, honorary secretary of the Leicester branch, names Redcar's Atlantic 21 *Leicester Challenge*.  
(Photo Ron Sutherland)

dedication and Mrs Margaret Ireland, chairman of Redcar Ladies' guild proposed the vote of thanks.

The lifeboat was then named *Leicester*

*Challenge* by Mrs Sheila Harrison, honorary secretary of Leicester branch and with the formalities concluded, the boat was launched and put through her paces. **BS**

## Poole – new lifeboat house



A new era in the history of Poole's lifeboats began on 27 July 1990 when the Mayor of Poole, Councillor Mrs Anne Stribley, unveiled a plaque to mark the opening of the new lifeboat house in a very visible position next to the lifting bridge at Poole Quay, and close to the police and pilot launches.

Representatives attending the ceremony included: Lt Cdr Brian Miles, director of the RNLI, Ian Andrews, Town Clerk; R.O. Greig, chairman of the Harbour Commissioners; John Barton, Harbour-master; Ernest Daglass, district controller of HM Coastguard and Mrs Margaret Adam, chairman of Poole Ladies' guild.

Mr Douglas Reeves, station honorary secretary, opened the proceedings by welcoming the Mayor and introducing her to the crew and their wives. Mr Douglas Kingsbury, branch

chairman, then thanked the many people who had made the new lifeboat house possible, including the Harbour Commissioners, who provided berthing facilities and land for the extension of the police and pilot's building to incorporate the lifeboat house, and Poole Borough Council for professional assistance in the design of the building and a donation towards its cost.

The lifeboat house will provide storage for lifeboat equipment, stores and protective clothing, as well as washing facilities and a crew room for the 18 lifeboatmen who man the lifeboats.

Poole's two lifeboats, the Brede class *Inner Wheel* and the Boston Whaler inshore lifeboat, *Sam and Iris Coles* moved to their new berths from Poole Harbour Yacht Club Marina last year.

## Abersoch – Atlantic 21 *Borough of Solihull*

A new Atlantic 21 lifeboat funded by a special appeal launched by the Mayor of the Borough of Solihull, West Midlands, was named and blessed in a special ceremony at Abersoch lifeboat house on 15 September 1990. The full cost of the £42,000 lifeboat was met from donations, money raised from various events and from legacies.

The proceedings were opened by Mr John Gwilym Jones, chairman of the station branch, who introduced Mr George Rawlinson, deputy inspector of lifeboats for the western division who described the lifeboat and the work she performs.

The lifeboat was then presented to the RNLI by Mr Clive Buckley, chairman of the Borough of Solihull lifeboat appeal.

Mr Harry Mounsey, a vice-president of the RNLI, accepted the lifeboat on behalf of the Institution and handed it into the care of the station honorary secretary, Captain Pat Grimason.

A service of blessing followed, led by the Reverend William Lloyd Jones, Rector of Llanengan and Llangian and Rural Dean of Lley, assisted by the Reverend Morgan Davies, Presbyterian Minister.

At the close of the service Mrs Doreen Roberts, chairman of the Solihull branch named the lifeboat *Borough of Solihull*.

The new lifeboat will maintain Abersoch's link with the Midlands, since the previous lifeboat was funded by the citizens of Wolverhampton.

## Naming and dedication Ceremonies

continued

### Clacton – Atlantic 21

#### *Institute of London Underwriters*

Clacton's new Atlantic 21 was dedicated and named at a ceremony held at the boathouse on 16 June 1990.

The cost of the lifeboat had been met by the Institute of London Underwriters, to celebrate 100 years of representing the international company of marine and aviation insurance markets, and the Atlantic carries their name.

The proceedings were opened by Capt J. L. Dunkley, president of the Clacton-on-Sea branch, who introduced Mr Declan McMahon, chairman of the Institute of London Underwriters.

On behalf of the Institute Mr McMahon handed the Atlantic 21 over to the RNLI, which was represented on this occasion by Mr A. K. S. Franks, a vice president of the



Clacton's new Atlantic 21 lifeboat, *Institute of London Underwriters*, waits on the pier slipway during the naming ceremony ready to launch for a short demonstration. (Photo Jeff Morris)

Institution and a member of the committee of management. Mr Franks, having gratefully accepted the new lifeboat, then passed her into the care of the Clacton lifeboat station on whose behalf she was received by Mr R. D. Smith the honorary secretary.

Following a short service of dedication led by the Reverend A. I. Paget, who is both chairman and chaplain of the station and vicar of St Bartholomews, the lifeboat was named by Mrs Avril McMahon and then launched for a short demonstration.

### Margate – D class *Tigger*

A new D class inshore lifeboat generously provided by Mr John Davenport from Surrey was presented to the RNLI at Margate on 6 July 1990.

Mr Frederick Howland, chairman of the Margate station branch welcomed guests and introduced Mr Davenport who formally presented the lifeboat to Mr Anthony Oliver, deputy head of fund raising and marketing. He in turn delivered the boat into the care of Mr Alan Wear, the station honorary secretary.

The service of dedication which followed was conducted by the Reverend Canon Norman Baldock, Vicar of St Mary's Church, Margate. At the close of the service Mr Davenport named the lifeboat after his dog *Tigger* and the guests at the ceremony were then able to inspect the lifeboat.

### Relief Fleet – D Class

A new D class inflatable for the relief fleet funded by the Marlborough Club of Didcot was handed over and dedicated at the RNLI's Poole Depot on 22 August 1990.

The club raised the money by a variety of fund raising events, including a sponsored coach pull. Some 50 members of the club visited RNLI headquarters for the ceremony.

Anthony Oliver, the Institution's deputy head of fund raising and marketing, opened the proceedings and introduced Trevor Coles who handed over the inflatable on behalf of the Marlborough club.

Cdr Michael Woodroffe, RNLI assistant chief of operations, then described the lifeboat and the role which she will play in the relief fleet and the Reverend Stanley Holbrooke-Jones, Rector of Poole, conducted a short service of dedication.

### Torbay

#### Re-opening of refurbished lifeboat house

Torbay lifeboat station's refurbished boathouse at Berry Head Road, Brixham, was officially re-opened on 7 June 1990 by Mr Raymond Baxter, a vice-president of the RNLI and chairman of the Institution's public relations committee.

Inshore lifeboats have been stationed at Torbay since 1963 and there is currently a D class inshore lifeboat on station. The new layout of the boathouse will allow the lifeboat and all its equipment to be accommodated under one roof.

### Relief Fleet – D class

#### *Phyl Clare*

A new D class lifeboat provided by the generosity of Mrs Phyl Cleare was formally handed over to the RNLI at a ceremony which took place at the Poole depot on 4 September 1990.

Accompanied by her husband and a few close friends, Mrs Cleare presented the lifeboat to Mr Anthony Oliver, deputy head of fund raising and marketing.

The service of dedication was conducted by the Reverend Stanley Holbrooke-Jones, Rector of St James' Church in Poole, and Mrs Cleare was then invited to name the lifeboat *Phyl Clare*.



Mr Anthony Oliver, deputy head of fund raising and marketing, accepts the new relief fleet D class lifeboat *Phyl Clare* from Mrs Phyl Cleare during the naming and dedication ceremony at the Poole depot.

# The Isle of Man Revisited

The RNLI's Assistant PRO **Robin Sharp** visited the Isle of Man, the Institution's 'ancestral home' and examined how the island's lifeboat service is being adapted to the new generation of lifeboats...

**I**t could be said that had the Isle of Man had not been created, someone would have had to build it – such is the value of the island to the RNLI in providing comprehensive lifeboat cover for the area. The island is virtually in the centre of the Irish Sea, with Scotland, England, Wales and Ireland at the four points of the compass.

The climate may be temperate, but the annual rainfall is substantial and calm days infrequent. The prevailing winds are from the west-south-west and, being in the middle of busy shipping lanes, many a drama has been played out around the island's rocky coastline and turbulent seas.

As early as 1802 a lifeboat of Henry Greathead's design arrived in Douglas, but it was 1808 before events took an historic turn. In that year Sir William Hillary moved to Fort Anne, overlooking Douglas Bay, and took an immediate interest in sea safety and rescue, taking part in many lifesaving attempts himself.

In late 1822 some particularly severe gales struck the Isle of Man, and Sir William was involved in the rescue of some 200 mariners in Douglas Bay. Moved by what he had experienced Hillary published his famous 'Appeal to the British Nation' in February 1823, urging the formation of a Shipwreck Institution.

It was as a result of his continued strenuous efforts that the organisation we now know as the Royal National Lifeboat Institution was formed at a meeting in the City of London Tavern, Bishopsgate on 4 March 1824.

There is no doubt that the Isle of Man can justifiably claim to be the cradle of the modern lifeboat service. There is a firm and deep-rooted tradition of sea rescue in the island and each of the five lifeboat stations has a long and distinguished history. Douglas was established first in 1802, followed by Peel (1828), Ramsey (1829), Port Erin (1883) and Port St Mary (1896).

The fact that the island's 70 miles of coastline includes five lifeboat stations emphasises the importance of the Isle of Man to the RNLI, but the Institution is as much concerned about its future role and strength as it is about meeting current needs, and the pride it takes in past achievements.

For this reason two of the latest Mersey class lifeboats will be stationed at Peel on the west coast and at Ramsey on the east, meaning that every lifeboat stationed on the island will be capable of speeds of at least 17 knots.

Both of these stations will have their Victorian boathouses completely demolished to make way for new buildings necessary to accommodate the Mersey lifeboats, as well as to provide modern facilities for crews and shore workers.

Peel's lifeboat station is below the walls of the castle, on St Patrick's Isle, and currently houses the station's Atlantic 21 rigid inflatable. The boathouse is of the familiar 19th century design and construction, but a new and improved centre for the Peel lifeboatmen will shortly be rising, phoenix-like, from the ashes of the old, with some of the

Peel's boathouse, of 'familiar 19th century design and construction' currently houses the station's Atlantic 21 rigid inflatable lifeboat. It will make way for a completely new building designed for the latest Mersey class lifeboat, although some of the original materials will be re-used.

sandstone being re-used in the new building. New facilities will include a crew changing room where crew meetings and training can also take place, a shower and toilet and a proper area for the sale of souvenirs. Work on the new boathouse and slipway is due to begin this winter.

The station honorary secretary for the past four-and-a-half years has been Allen Corlett, whose forefathers on both sides of his family have served as crew for more than a century. He welcomes the introduction of the new lifeboat, which he sees as greatly enhancing not only the station's capabilities but also that of the island as a whole, to deal promptly and effectively with a crisis out at sea.

'With an increase in the number of pleasure craft in these waters, as well as fishing boats, commercial vessels and the potential danger of NATO aircraft ditching in the Irish Sea,' he says, 'we can now be confident of providing increased lifeboat cover, and we will be able to operate more closely with the Donaghadee and Portpatrick stations in Northern Ireland and Scotland'.

Members of the station are predominantly 'young', in many cases in age but also in attitude. Because 'retirement' age for Atlantic 21 crews is 45, it follows that those who will man the new Mersey are below that age. They come from various walks of life and occupations – machine tool operators, a forester, a builder, a shell-fish processor, a plant engineer, a fish merchant, a radiator repairman, a unisex hairdresser but, surprisingly, no fishermen. The ladies' guild and the fund raisers who back the branch and crew are extremely active and inventive. One of the most ambitious and unusual events



## The Isle of Man Revisited

continued

was the 'reunion' last year of the descendants of those people involved in the rescue of passengers from the Norwegian ship *St George*, which foundered on 7 October 1889. Among the 150 people present was the daughter of a babe-in-arms rescued by the Peel lifeboat on that day. Mrs Karen Bache Nordli, who lives in Norway, has now become a firm friend of the Peel station and in February she raised £3,000 in Norway and presented it to the ladies' guild.

The figurehead of the wrecked *St George* stands sentinel over the old boathouse, and this reminder of the past will continue to occupy a prominent position as guardian of the new boathouse.

On the opposite side of the Island, and also 'opposite' in some other respects, is Ramsey, built round a bay and harbour. Although not a 'city', Ramsey has a larger population than Peel and is second only in size to Douglas. The town has grown substantially in recent years, and the community is a mix of traditional families and 'come-overs'. This blend seems to work well, with a strong feeling of civic pride with, as one member of the Ramsey ladies' guild said, 'Everyone mucking in'.

Certainly support for the Ramsey lifeboat

from young and old is extremely good, and a record £15,700 was raised in 1988/89. The old boathouse has been cleared away, the foundations and steel skeleton of the new are in place and the bricks are already being laid for the building, which should be completed by Christmas. With a new tractor arriving in November and the new lifeboat in the spring, the next six months will be a whirl of activity and change for everyone at the station.

The new lifeboat has been funded by two staunch lifeboat supporters from the island, Ann and James Ritchie, and the lifeboat will bear their name. The previous Ramsey lifeboat, *James Ball Ritchie*, was also funded from the same source. Mrs Ann Ritchie, who died earlier this year, was president of the Ramsey branch and ladies' guild and was made an honorary life governor of the Institution in 1978.

A local appeal to meet the cost of the new boathouse has met with a most generous response, with the total presently standing at more than £120,000. All sorts of fund raising ideas have helped bring this impressive result, including a 'buy a brick campaign'. There has been a large input from branch, guild and crew into the design of the new boathouse so that it is 'just right'.

There is great excitement at the station about the prospect of a new lifeboat and boathouse and also appreciation for the faith that the RNLi and the local people have in the crew. The coxswain, James Kinnin, is

proud that he will be the person to take command of the new lifeboat which will herald a fresh epoch for Ramsey and the Isle of Man. There has been a Kinnin in the crew for more than a century, and it is an opportunity which he relishes. As Jimmy Martin, the station mechanic, admits 'It's a whole different ball game – but it will be fantastic'.

The changes at Peel and Ramsey not only mark a new era, they also illustrate the indefatigable spirit of lifeboat stations around the British Isles. The spirit which drove Sir William Hillary to make his ideal a reality will carry the Isle of Man into the 21st century... and into a brave new world.

Ramsey's carriage launched Oakley class *James Ball Ritchie* will be replaced with a 17-knot Mersey next spring. The boathouse from which this photograph was taken in March has already been demolished.



## Across the years...

### 50 years ago the RNLi linked the Battle of Britain with the Isle of Man

Fifty years ago this autumn, at a little before 10 o'clock on Tuesday 3 September 1940, the emotionless voice of an airfield controller scrambled a small group of 'the few' to face another wave of Nazi raiders during the Battle of Britain. He also set in train a coincidence involving the RNLi of the time and of more than a century before.

In this case, the few were from 603 (City of Edinburgh) Auxiliary Squadron, based at Hornchurch Aerodrome, east of London, and one of the eight Spitfires which faced more than 50 German fighters was flown by a young Pilot Officer, Richard Hope Hillary – the great, great, great, great nephew of Lt Col Sir William Hillary, founder of the RNLi in 1824.

As Hillary brought down one of the enemy fighters a terrific explosion shook his Spitfire, and the cockpit became a mass of flames. He passed out in the intense heat but regained consciousness as he felt himself falling through the air. Instinctively he pulled his parachute ripcord and landed in the English Channel, where his lifejacket kept him afloat.

Fortunately, Hillary's descent had been spotted by a Coastguard and at 1020 the 45ft Watson class motor lifeboat *J.B. Proudfoot*, on temporary station duty at Margate, was launched with Coxswain Edward D. Parker at the helm. The day was calm and the wind light, with a mist over the sea, as the Margate crew began their search.

Hillary gradually became aware of his severe burns and as the time passed slowly he assumed he was going to die. To hasten his end he unscrewed the valve of his Mae West, but he was still harnessed to his parachute and this prevented him from sinking. Then he heard a shout and felt strong hands pulling him into a boat. A voice said: 'OK Joe, it's one of ours and still kicking'.

The Margate crew had found him three-and-a-half miles from his reported position NNW of Reculver at 1145. The station honorary

secretary, A.C. Robinson, was on board and he bandaged the pilot and administered brandy 'with wonderful results' as the lifeboat made for the shore with all speed.

Hillary lived to write the story of the rescue in his book 'The Last Enemy' published in 1942.

In it he says: 'While in the water I had been numb and felt little pain. Now I was quite conscious and, as I began to thaw out, the agony was such that I could have cried out. It seemed to take an eternity to reach shore'.

In fact, the airman was landed at 1300, placed in a waiting ambulance and rushed to Margate hospital. The Margate crew, who had searched so patiently, visited him later in hospital. Their rewards for the service totalled £4.12s.6d.

Richard's father, Mr Michael Hillary, later wrote to the Margate honorary secretary: 'It would surely have afforded my ancestor, who founded the service, the liveliest satisfaction to know that his own kith and kin are numbered amongst those who have benefited by its wonderful work'.

Hillary recovered slowly, undergoing a number of operations by the pioneer of plastic surgery, Archibald McIndoe. However he was desperate to fly again and, against all advice, joined a night-fighter squadron in Berwickshire at the end of 1942.

In the early morning of 8 January 1943 Richard Hillary and his radio-observer crashed and were killed on a training flight. He was just 23 years old. Hillary's ashes were scattered by aeroplane over the sea where the lifeboat had picked him up and a memorial service was held in London which was attended by two Margate lifeboatmen.

'The Last Enemy', published by Pan Books (ISBN 0-330-02406-X, price £2.99).



# Membership News

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

### Maximise your Membership

The active membership of the Institution continues to grow, with the latest figures showing almost 28,000 Governors and some 140,000 Shoreline members.

Storm Force membership has also grown during the Summer months and now totals more than 13,000 members with 150 groups.

A concerted effort has been made throughout the year to encourage members to pay their annual subscription by direct debit. This method of payment considerably helps to cut our administration costs and in addition the completion of a deed of covenant greatly enhances the value of the subscription at no additional cost to the member.

The reduction in the rate of income tax is to be welcomed, but it does reduce the amount of tax the Institution is able to reclaim from its covenanted subscriptions and an increase in the numbers would help to offset this. If you do not already make your payment by direct debit and under deed of covenant, the RNLI would be pleased if you would consider it. A simple form for completion is currently being sent to all members either with their renewal forms or on joining.

As Winter approaches the skill of our lifeboatmen will no doubt be once again tested to the limits as they answer the many distress calls for those in peril on the sea. In order to carry out their often dangerous tasks they need the best boats and equipment which money can buy. Costs of lifeboats continue to increase and we must make every effort to ensure the best use of our members' subscriptions.

Your assistance therefore in helping to keep down our administrative costs will be greatly appreciated.

### Branching out

Our branch and guild year end is 30 September, and traditionally this is the time of year for annual meetings to be held – a time to reflect on the activities of the past year and to plan ahead for the future. Our branches and guilds constantly need new helpers, and there will be a branch near you which would be delighted to hear from you if you can spare just a little time to help.

Regional offices will be pleased to supply details of your local branch and their telephone numbers appear on the back of your membership card. The full list of office details is given below.

Whilst the winter storms rage spare a thought for our lifeboatmen (and women) and enlist a further member by getting them to join the membership scheme.

#### Regional Offices:

**Scotland**, K. Thirlwell, RNLI, Bellevue House, Hopetoun Street, Edinburgh EH7 4ND 031-557 9171; **North West**, D. M. Jones, RNLI, 18 Half Edge Lane, Eccles, Manchester M30 9GJ 061-787 8779; **North East**, B. H. Stevenson, RNLI, The Mill, Glasshouses, Nr Harrogate, N. Yorkshire HG3 5QH (0423) 711667; **Wales**, Miss A. Williams, RNLI, Caerwys House, Windsor Lane, Cardiff, S. Glamorgan CF1 3DE (0222) 394546; **Central England**, R. Mann, RNLI, 102 Birmingham Road, Bromsgrove, Worcestershire B61 0DF (0527) 575017; **Eastern**, G. E. Price, RNLI, Spooners Lane, Hadleigh, Suffolk IP7 5EZ (0473) 822837; **South West**, A. Young,



(Above) Presenting the Duchess of Kent with a posy before the Wells naming ceremony was a big event for Storm Force member Melissa Walker, daughter of Coxswain/Mechanic Graham Walker.



(Right) As an honorary member of Beaumaris lifeboat crew Sir Jimmy Savill OBE has always been a friend to the RNLI and when Storm Force was first introduced he was quick to support the junior club by writing a message in an early issue of Storm Force News. He has also arranged two 'Jim'll Fix It's' for a boy who wanted to go out on a lifeboat and a girl who wanted to name one.



It was appropriate therefore for Storm Force News to write and congratulate Jimmy on receiving his knighthood in the Queen's Birthday Honours list and he, of course, wrote back to thank 'the guys and gals' of Storm Force.

(Below) Just one of the groups of happy members and helpers enjoying the Storm Force Rally at Fleetwood in July.



RNLI, Princes Wharf, Wapping Road, Bristol BS1 1RN (0272) 291939; **Southern**, Mrs W. Nelson, RNLI, 17 Cobham Road, Ferndown Industrial Estate, Ferndown, Dorset BH21 7PE (0202) 891802; **South East**, M. J. Ashley, RNLI, River House, Bell Lane, Uckfield, Sussex TN22 1AE (0825) 761466; **Greater London**, Miss A. Wilkins, RNLI, 202 Lambeth Road, London SE1 7JW 071-928 5742; **Northern Ireland**, Mrs M.E. Duffin, RNLI, 33 Saintfield Road, Belfast BT8 4AF (0232) 645645; **Irish Republic**, J. L. Kavanagh, RNLI, 3 Clare Street, Dublin (0001) 762217.

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



# The Fund Raisers

## Boule me over!

Treliske Cellar Supplies of Truro are staunch supporters of the lifeboat service. Five years ago the company's managing director, Bill Peaker, came up with the idea of playing the French game of *boule* and organised the first Cornish Open Boule Championship, with the proceeds being donated to the RNLI.

This has now become an extremely popular annual event and a sister company, Fergusons in Plymouth has also taken up the idea and holds a Devon Open Boule Tournament each year.

Mr Peaker is a keen golfer and has also organised a Midsummer Madness golf tournament – teeing off at 0530! This event has been held annually for the last three years and has also raised a considerable sum.

All-in-all the company has raised more than £9,250 through its energetic fund raising efforts for the Institution.

## Last Message

Greystone Books, publishers of the book 'Last Message 13.58' have presented £1,000 to the RNLI.

Written by Donaghadee man Bill Pollock, the book details the dramatic sinking of the ferry the *Princess Victoria* in 1953 and the part played by the Donaghadee lifeboat in rescuing the 44 survivors.

## Greeting comrades!

The Russian crew of the four masted barque *Sedov* were surprised to be greeted in Russian when they arrived in Plymouth for the Cutty Sark Tall Ships Race.

The greeting came from Chris Southcombe, honorary treasurer of Rame branch who was one of a large party of supporters on board *MV Plymouth Venturer* which had been chartered by the branch for an evening cruise round the large fleet of sailing ships gathered for the race.

A buffet supper was enjoyed on board and, together with the proceeds of a raffle, £200 was raised from a memorable evening.

## Water theme

During the last school year pupils of the General Education Department at Armthorpe Comprehensive School in Doncaster based their entire studies on the theme of water.

Various practical activities were arranged, one of which included a visit to Bridlington lifeboat station where they were given a talk and shown the station's Mersey lifeboat.

After seeing a TV news item about the Flamborough lifeboat they decided to undertake a sponsored swim in aid of the RNLI and raised £85 for Bridlington lifeboat as a thank-you for the hospitality they received during their visit.

## In brief

HIS GRACE the Duke of Atholl opened Blair Castle and gardens for the benefit of the RNLI in July. The **Atholl and District** branch provided and manned various stalls with the help of Perth and District branch. Mrs McClintock of the Perth and District Quilters Guild provided a colourful display in the Grand Hall and a quilt specially made for the occasion was raffled. Volvo car draw ticket sales were supported by a Volvo car supplied by Strathmore Motors. This very successful day in beautiful surroundings raised £4,005.

**MARATHON** man Mr Lewis Surridge from Watford took part in the 1990 London Marathon and raised £391.10 for the **Hemel Hempstead** branch. Walking every step of the way his time was 6 hours 44 minutes 32 seconds.

A **BARBECUE** and dance organised at Carrickfergus Castle was a complete sell-out and raised £1,250 for **Carrickfergus** branch.

A **BUSY** and successful year for the **Cardiff Ladies'** guild culminated in a luncheon at St Donat's Castle, which raised £3,900. The total amount raised so far this year is £18,000. A **SALMON** and Strawberry Summer Supper held by the **Gloucester Ladies'** guild at Minsterworth Village Hall raised £770.

A **COOKERY** and Flower Arranging demonstration by **Holywell** branch raised over £600.

THE 25th anniversary of **Croston** branch was celebrated with a garden party held at the home of Mrs Beaumont, a former chairman of the branch. The party was opened by Mrs Beaumont's son, Bill Beaumont, former captain of England and the British Lions Rugby Union Teams.

**CHRISTINE** and Harry Pickstone of the **Birmingham** branch organised an Evening of Music by a string quartet and raised £160.

**STYLE** was the order of the day when the **Belfast Junior** branch held a formal supper dance at Balloo House. In addition to dancing the night away to a disco they ran a small raffle and the evening raised £375.

A **MIDSUMMER** Sherry Morning held by **Teesdale Ladies'** guild at Wycliffe Hall, County Durham raised a magnificent £766.

**STAUNCH** lifeboat supporter, Fred Taylor, vice chairman of the **Shepton Mallet** branch, collected £102 on the first flag day undertaken by the branch. Formed just a year ago in October 1989, the branch has raised £1,000. **THE OLD** Aberystwyth pulling and sailing lifeboat *John and Naomi Beattie* proved a great attraction at the Wings, Wheels and Water weekend at Telford Town Park and helped **Telford** branch to raise over £700 from sales of raffle tickets and souvenirs.

**THE ANNUAL** flag day held by **Aldeburgh and District Ladies'** guild raised £652.91 in the house to house collection and £539.20 in the street collection, a splendid total of just over £1,192.

AN **ANNUAL** coach trip to London organised by the **Haydock Ladies'** committee proved a great success, with three coaches filled and £450 raised for **Haydock** branch. **DURING** the last 25 years **Prenton** branch has raised £55,000 from a variety of fund raising events. The branch celebrated its silver jubilee in September and has many more events planned for the future.

## Duchess of York visits RNLI stand



While attending the South of England show at Ardingly in June, HRH The Duchess of York visited the RNLI stand, where she was introduced to Ken Everard, then coxswain of Shoreham Harbour lifeboat.

The Duchess also spoke to Mrs Peggy Silverson and Mrs Pearl Owen of the Shoreham Harbour Lifeboat Society and whilst on the stand Mrs Silverson presented the Duchess with a Lizzy the Lifeboat tabard for Princess Beatrice and a bib for Princess Eugene, both from the range of souvenirs in the latest RNLI catalogue.

Pictured are the Duchess with ex Coxswain Ken Everard, Sir Timothy Bevan, president of the 1990 show (left) and Peter Nelson, chairman of the South of England Agricultural Society (centre).  
*(photo Becketts Newspapers)*



## Not such a Scilly idea!

Nearly 380 members from 41 branches and guilds in the South West Region who were eagerly awaiting a day trip to St Mary's, Isles of Scilly on Sunday, 1 July, were greeted by a notice warning passengers on *Scillonian III* of rough conditions and a bad crossing!

*Scillonian III* set sail at 0930, and once in Mounts Bay she was joined by Penlee's Arun class lifeboat *Mabel Alice*, arriving at full speed and performing impressive manoeuvres at close quarters to show off her paces. Shortly afterwards, a Sea King helicopter from RNAS Culdrose swept in and helicopter and lifeboat gave a spectacular SAR display to the delight of a packed upper deck.

With branches from as far north in the region as Moreton in Marsh (North Cotswold), Cheltenham, Lechlade, Sodbury and district and Fishponds in Bristol, it was not surprising that this was the first lifeboat and helicopter action that some had seen.

Once over, the serious business of a rough sea crossing began, and one by one passengers succumbed to the smell of diesel and the unrelenting swell.

Once in the lee of St Martins, the northernmost island, the previous two uncomfortable hours were forgotten, and in unbroken sunshine and decreasing wind, the St Mary's Arun class lifeboat *Robert Edgar* came out to escort the party to the quay, where they were met by the Isles of Scilly Ladies' guild who had laid on a magnificent spread in the church hall.

At the end of the day *Robert Edgar* escorted the weary and sun-drenched party out of the harbour for the return passage in virtually flat calm conditions. The newest branch in the region, Perranzabuloe, organised a raffle on board, which was drawn by Paul Rowe, captain of *Scillonian III*. No sooner was it over than *Mabel Alice* welcomed the ship back to Mounts Bay and at 1930 she was alongside in Penzance harbour.

The day out was organised to give as many branches and guilds as possible the chance to meet each other and have a thoroughly good day.

As an added bonus, the Isles of Scilly Steamship Company donated £6 to the RNLI for every lifeboat person carried, amounting to some £2,000 and with the raffle raising £479, it was a thoroughly worthwhile outing.

## It only Hertz when they stop!

The RNLI and the NSPCC benefited from £4,000 in sponsorship raised by three Hertz Leasing and Fleet Management personnel in a weekend charity drive.

Adrian Temple, John Ellenger and Carl van Petegem drove 2,639 miles in 68 hours 53 minutes to reach 103 lifeboat stations around the United Kingdom.

Starting out from the Hertz Leasing headquarters in Isleworth, Middlesex, the team drove clockwise around the UK coastline, stopping at each lifeboat station en route. Travelling through the night they attempted to reach as many lifeboat stations as they could within the three-day time limit.

## Rush to the Rafts!



What more can be said about the annual Portrush Raft Race, except that it keeps getting better and better? Held in aid of the RNLI the total for the 1990 extravaganza has passed the £26,000 mark.

Sponsored by Guinness, Raft Race 90 had something to suit all tastes – in the week leading up to the race there were fishing competitions, quiz nights, a lubbers ball and a charity breakfast

On a fabulously sunny afternoon in May, 122 rafts took to the water, demonstrating a wide variety of nautical techniques. The winning raft was *Blue Bird* from Fivemile-

town, second was *Rainbow Warrior* from Castlerock and third was *All at Sea with the National Curriculum* from Ballymoney High School, who were also the first school to cross the line and win the coveted prize for the raft with the most sponsorship – £2,200.

Two more days of fun fund raising events were to follow, including surfing championships, a sponsored pet walk, golf and bowling competitions.

In the nine years the race has been held £100,000 has been raised.

(Photo Coleraine Chronicle)

## Paging the Mumbles...

Coxswain Alan Jones of The Mumbles lifeboat recently presented a cheque for £6,600 to Captain Roy Griffiths, station honorary secretary.

The money had been raised from the proceeds of the seventh annual Mumbles Lifeboat Crews' Fun Raft Race and will be used to purchase 30 new radio pagers for use at the station.

The race was started to help raise funds for the Tyne class lifeboat *Ethel Anne Measures*, which is the current station lifeboat, and was such a success that it was decided to run it on an annual basis to help purchase equipment and to offset the running costs of the station.

The race has become a major attraction for locals and holidaymakers alike, and over the years has raised in excess of £30,000 providing the lifeboat with a new daylight radar, Decca navigator and updated VHF radio, as well as the pagers and equally essential items such as diesel fuel.

## Lifeboat Gala

About 5,000 people enjoyed a sunny afternoon at Anstruther's Gala Day in July.

Local pubs contributed teams in fancy dress for the annual raft race and stalls and extensive static displays, together with North Berwick's inshore lifeboat *Blue Peter III*, provided a variety of entertainment.

The proceedings culminated in a mock rescue and winning exercise by Anstruther's Oakley class lifeboat *The Doctors* and a Wessex helicopter from 22 Squadron.

£4,500 was raised for the Anstruther lifeboat appeal fund.

## Gala Ball

Almost ten years to the day since the re-opening of the Penarth lifeboat station in June 1980, the crew celebrated the occasion by organising a Gala Ball in the City Hall, Cardiff.

It was a prestigious occasion, with nearly 350 guests attending in evening dress and dinner jackets. Among the guests were the Lord Mayor of Cardiff, the Borough and the Town Mayor, Sir Cennydd Traherne, and Mr Raymond Cory, deputy chairman of the RNLI and his wife.

Local businesses were very generous in their donation of prizes for the raffle and one local company donated a prize of a two-week luxury cruise in the Caribbean for two. Although the occasion was not intended as a fund raising exercise, a total of £3,842 was raised nevertheless!

## Coastal walk

A sponsored walk organised by Hitchin and District branch on the North Norfolk coast was successfully completed in June and raised more than £1,200 for lifeboat funds.

Ten walkers started from Wells-next-the-Sea lifeboat station, and seven completed the 14.5 miles to Sheringham in 5hrs 20m.

A total of 22 walkers took part, some starting at Cley with the sole object of giving practical and moral support to those who were covering the full distance. The hardest part of the walk was the five miles between Cley and Weybourne on a shingle beach that made walking extremely difficult. Ian and Pat Pearce provided sandwiches, and staff at Sheringham lifeboat station provided welcome cups of tea at the end of the walk.

# £ The Fund Raisers

Continued

## In brief

ANOTHER £515 has been raised by **Withernsea Ladies'** guild by holding a jumble sale and a grand draw.

AN AMERICAN Independence Day barbecue was organised by the **Abersoch** branch of the South Caernarvonshire Ladies' guild at Bwlch Farm. The food and drink was donated by sponsors and members of the guild with **Barrie McGill, Paul Jenkins and Emyr Jones** elected cooks for the evening. Raffles and a treasure hunt added to the final amount of £582 raised by the successful evening.

A MINI Fete organised by **Jodi Baker** and her classmates in Year 6 at Hardingstone County Primary School raised £150 for lifeboat funds. A TOTAL of more than £300 was raised for **Cheadle and Gatley** branch from entrance fees, raffle and a souvenir stall at a charity competition held at Heaton Moor Golf Club. **DES Newton**, honorary organiser of the Bootle-Liverpool area, sold five of his model boats to enthusiasts and raised £620 for the RNLI. Mr Newton, who is organiser of the National Model Boat Rally, also makes boats in bottles and the sales of these raise a tremendous amount for lifeboat funds.

ALMOST £2,000 was raised by **Bexleyheath** branch at the Bexley Show, the Bexley Water Festival and the Bexley Round Table Fayre. At two of the shows a big attraction was the sale of tickets for a new Volvo car and £700 of tickets were sold. Whitehouse Volvo of Bexleyheath kindly loaned the branch a Volvo car for display at the functions.

THE ORDINARY Boaters' Club Charity Duck Race on the River Thames between Hurley Weir and Temple raised £956.25 for **Henley** branch. All the ducks were sponsored and there were prizes for the first 50 ducks over the line.

A SUMMER Fair was organised by **Ken-sington** branch in Nevern Square, by kind permission of the gardens committee who waived their fee as a contribution to the RNLI. In addition to the usual stalls, the Metropolitan Police advised local residents on home security, and the Girl Guides Association took a stall to promote their work and to sell home-made cakes in aid of branch funds. Almost £2,000 was raised from this very successful event.

AUGUST 11th was the start of a busy week in Inverness, when the **Inverness Ladies'** guild held its annual collections and a generously sponsored Viennese concert evening in the Eden Court Theatre. This strenuous but successful period realised in excess of £5,100.

BY THE end of May **Worthing** branch funds had exceeded £10,000, an increase of 25 per cent on last year's figures. May proved a cracker for fund raising activities with nearly £4,000 being achieved, of which £1,776 came from a sponsored walk along the seafront and £947 from events attributed to individuals.

A TUPPERWARE party, a coffee morning and the sale of ex catalogue goods realised nearly £187 for **Staithe Ladies'** guild.

## Rosey future

More than 100 guests were welcomed by Sir Alec Rose and Lady Rose to a wine and cheese party held in their delightful garden.

Delicious delicacies were prepared by Lady Rose and her band of volunteers from the Havant branch committee, and among those attending were the Mayor of Havant and her consort as well as crew members of the Hayling Island and Portsmouth lifeboats.

Generous prizes for a raffle were donated by local businessmen and an impressive £1,000 was raised for the RNLI.



(Photo Portsmouth Publishing and Printing)

## Quite a gig

The 1st Molesey (Jaguar) Sea Scouts recently celebrated their 81st year by rowing a naval gig 81 miles down the Thames from Abingdon to Molesey.

The sponsored journey was completed against an easterly wind, with no helping stream, in 21 hours. The Scouts generously split the proceeds between their own funds and the RNLI, and Molesey branch was presented with a cheque for £550.

## Long distance hiker

Box secretary of Ilkeston and District branch, fifty-five-year-old Peter Toplis, undertook a marathon 278-mile walk from Hartlepool to Skegness and raised £1,200 through sponsorship and collections along the way for the *Spirit of Derbyshire* appeal.

Taking just over a week and calling at each lifeboat station along the route, Peter walked along the beach where possible but the stretch between Staithes and Scarborough included roads with 11 one-in-four hills.

A party of fellow branch members travelled to Skegness to greet Peter on his arrival and two of them, Mavis Skelston and Mike Osborne, walked the last 17 miles from Mablethorpe with him.

## Roadshow luncheon

A very successful Roadshow Luncheon was organised by Guernsey Ladies' guild and raised £1,000. The committee prepared a cold salad lunch and members of the guild and the public who attended were able to bring an antique for valuation, at £1 per item. These were valued by a small team of experts who agreed to give up their time for a free lunch and the usual raffle was also included.

## Services rendered

A plaque modelled on a station service board was presented to Mrs Paula Milligan, landlady of the Rose and Crown public house in St Albans who, together with her collector Michael Tutt, raised £1,926 in 1989.

The plaque, headed Services Rendered, was presented by Mrs Alison Saunders, a member of the committee of management and deputy chairman of the fund raising committee, who was delighted to hear that the public house has already raised over £2,000 so far this year.

## Cunning plot...

Plymouth Gin has raised enough money through Guernsey hotels and clubs to present the St Peter Port lifeboat with an electronic chart plotter.

Peter Bisson, coxswain of the lifeboat, says that the unit will be of great benefit to lifeboat navigators, particularly at night – although the crew will still back-up the plotter with normal navigational procedures. One of the useful features of the unit is its ability to zoom in and out, to give more detail or cover a wider area.

The experiences of the Guernsey crew with the chart plotter will be monitored by the RNLI and if it proves useful other craft may be fitted with the equipment.

## Raindrops and roses...

Not a drop fell on the day Keepers Cottage in Lindfield, Sussex, opened its gates for the ninth time in aid of the RNLI.

A lovely summer's day in July proved to be the perfect setting for raising funds when Percy and Elizabeth Blunden welcomed 693 people to their small garden, described by one visitor as 'an absolute gem'.

A magnificent £900.48 was realised from donations, plant sales and teas – an estimated 1,000 'cuppas' being supplied by the hard-working helpers – with £137 worth of souvenirs being sold by the committee of Haywards Heath branch. All the money is going towards the Shoreham lifeboat appeal.

## Marvellous Mandy

Mandy Parsons has been collecting for the RNLI for nearly 20 years. Physically handicapped all her life, she arranges her summer holidays from Reading to coincide with flag day at Instow, North Devon.

Early morning sees Mandy at her collecting point on the seafront at Instow where she sits in her wheelchair selling flags until the last people have gone home in the evening. Over the years Mandy has collected hundreds of pounds for Appledore Ladies' guild and has made as many friends.

This year, Tony Bellamy, area organiser for the south west, presented Mandy with a plaque in recognition of her services to the Institution. To her delight the inshore lifeboat came over from Appledore so that crew members could thank her in person.

Mandy bettered her last year's total of £140, setting up a new record of £170.

## A Marquee Luncheon

The Framlingham branch held a marquee luncheon in June. The marquee and decorations were the gift of a member whose daughter had been married the day before, and the catering was done by the same people who had catered for the wedding.

Two hundred guests enjoyed a splendid luncheon and a total of £794.89 was raised for lifeboat funds, including £150 from the sale and auction of the wedding flowers and £250 from a raffle.

## Midsummer madness

On midsummer night the RNLI flag was seen proudly flying from the hill overlooking Canterbury.

The Canterbury branch, just into its second year after being re-formed, decided to hold a grand summer ball. The venue chosen was the Rutherford Hall of Residence at the University of Kent and the Great Hall, which was decorated with RNLI banners and flags, has a magnificent floor to ceiling window overlooking the city of Canterbury. The cathedral was specially floodlit for the occasion.

A dinner in true 'hall of residence' style was enjoyed by 175 guests who then danced into the early hours to raise £3,327.

## Primary marathon

Seven-year-old Kathryn Jones of Hampton Dene had always wanted to run in a marathon, so she persuaded her classmates in Classes 2E and 2C at St Paul's VA Primary School to participate in a fun run at the school.

About 30 children took part and the event was supported by parents and members of the Hereford branch committee. The children had decided that the recipient of their fun run sponsorship money should be the RNLI as it fitted in with their project on the sea. £70.20 was presented to the branch – an excellent result.

## Caring butchers

Carings the Butchers of Canvey Island live up to their name for the lifeboat service. Instead of charging for 'doggie bones' and carrier bags they invited their customers to put a small donation in their charity bottle – an empty gallon whisky bottle.

At a recent presentation in the shop the contents of the latest bottle were tipped into an RNLI flag for counting by Canvey Island branch and the gallon of money amounted to £178.73.

A certificate of thanks was presented by Bernard Griffith, branch honorary secretary.

## Promises, promises

Billinghurst and District branch held an auction of 'lively promises and objects of potential interest' in aid of the Shoreham Harbour appeal.

There were some 124 lots ranging from a ride in a hot air balloon, a trial flying lesson or one day's sailing on *Creightons Naturally*, an entrant in the Whitbread Round the World Race.

The auction was a huge success and raised more than £9,000.

## I see no ships...



To mark Milford Haven's bi-centenary year the 1990 annual lifeboat bazaar organised by Hakin Point branch took on a distinctive 'Nelsonian' touch in honour of the naval hero's link with the port.

It was also the last public lifeboat event for Margaret Noden, joint honorary secretary of the branch who, with committee member husband George, is moving to Somerset.

After the official opening by Lord Nelson and Lady Hamilton (alias Rob and Janette Mathias) on the right of the picture, Margaret (in dark glasses) was presented with an oil painting of a local maritime scene from her fellow members. With her (left to right) are branch chairman Tom Sinclair and honorary secretary Ethel Clark.

The afternoon netted £2,800 for lifeboat funds.

(photo by Martin Cavaney)

## Software into hardcash!

Cornish-based computer software company LuxSoft has been donating almost half of the selling price of its 'Basic Needs' programs for the Amstrad PCW computer to charity.

The company began its support for the RNLI at the beginning of 1990 and 100 copies of the £9.95 program have now been sold. £5 of the selling price goes to the RNLI, but as some customers supply their own discs, or round up the price, and 'updates' to the latest version are supplied 'free', provided at least £2 is donated to the Institution, the actual amount raised is often higher.

## The two cavaliers

Two Elloughton schoolboys in North Humberston recently undertook a sponsored round of golf dressed as Cavaliers in aid of the RNLI and raised a magnificent £600, with promises of further donations from local businesses.

The idea came to Kristian Bean and Lee Harah after watching a video of *The Cruel Sea* and having seen men risk their lives to save others in all types of weather, they thought the RNLI must be the charity to support.

## Young farmers and the tractor

Withernsea inshore lifeboat station found itself in need of a replacement tractor to help launch its D class lifeboat and sought to fund this locally.

The local Young Farmers came to the rescue and raised £2,019.73 for the vehicle, to be supplied by a local agricultural machinery specialist.

## Cuddly toys

Jean Jones, souvenir secretary of New Quay Ladies' guild, makes knitted dolls for sale at the boathouse and over £100 is raised each year from their sale.

## In brief

FOR MANY years Mr John Lever and his staff at the Lytham branch of Halifax Property Services have helped **Lytham Ladies'** guild by selling RNLI Christmas cards and calendars, and so far have sold £10,000-worth. They also take in the collecting boxes and provide a room for counting money during the guild's house-to-house collections and flag days. To thank them for the invaluable help given to the Institution David Jones, regional organiser for the north west, presented Mr Lever with a shield.

LIFEBOAT Saturday in Hayle proved a rewarding day for **Hayle** branch. The St Ives lifeboats took part in an air/sea rescue demonstration and seven lucky children were given a trip across the bay to St Ives in *Mary Joicey*. Many more were given trips around the harbour in the inshore lifeboat and demonstrations by the Hayle Surf Lifesaving Club and the Hayle Canoe Club all contributed to a rewarding day for onlookers and organisers alike. £340 was raised for lifeboat funds.

EVERY year, founder and secretary of **Can-nock** branch, Mrs Iris Brookes, makes up to 800 jars of marmalade for sale at fetes and sales to raise money for the branch – which last year raised over £7,000. As well as her marmalade, Mrs Brookes sells Lifeboat Tea, knits and sells Postman Pats and baby cardigans, all in aid of the RNLI.

# Lifeboat Services

## March April and May 1990

**Aberdeen**, Aberdeenshire  
 54ft Arun ON 1050: March 1

**Aberdovey**, Gwynedd  
 Atlantic 21: April 19, May 4, 5 and 11

**Abersoch**, Gwynedd  
 Atlantic 21: April 10

**Aberystwyth**, Dyfed  
 C class: March 28, April 7, May 7, 19 and 20 (twice)

**Aldeburgh**, Suffolk  
 37ft 6in Rother ON 1068: April 18, May 20, 25, 28 and 30  
 D class: April 14 and May 27

**Amble**, Northumberland  
 44ft Waveney ON 1004: April 3  
 D class: March 26, 29 and 31

**Angle**, Dyfed  
 47ft Tyne ON 1114: May 5

**Anstruther**, Fife  
 37ft Oakley ON 983: March 8 and May 10

**Appledore**, North Devon  
 47ft Tyne ON 1140: March 31, May 2, 8 and 28  
 Atlantic 21: April 16, 22, May 2, 27 and 30

**Arbroath**, Angus  
 37ft 6in Rother ON 1054: March 10 and May 29

**Arran** (Lamlash), Buteshire  
 C class: May 13

**Arranmore**, Co Donegal  
 47ft Tyne ON 1111: March 9, 18, April 15, 16, 19 (twice) and May 27

**Atlantic College** (St Donat's Castle), South Glamorgan  
 Atlantic 21: March 25 and April 28

**Ballycotton**, Co Cork  
 52ft Arun ON 1067: March 15, May 1, 5 and 18

**Baltimore**, Co Cork  
 47ft Tyne ON 1137: April 30 and May 26

**Ballyglass**, Co Mayo  
 54ft Arun ON 1052: March 9

**Bangor**, Co Down  
 Atlantic 21: April 20, May 4, 25 and 31

**Barmouth**, Gwynedd  
 37ft 6in Rother ON 1063: April 14  
 D class: April 14 and May 27 (twice)

**Barra Island**, Inverness-shire  
 52ft Arun ON 1143: March 28

**Barrow**, Cumbria  
 47ft Tyne ON 1117: March 26, May 2 and 26  
 D class: May 8

**Barry Dock**, South Glamorgan  
 52ft Arun ON 1018: April 1 (twice), 8, 16, 28 (twice), May 4 and 13

**Beaumaris**, Gwynedd  
 Atlantic 21: March 19, 20, April 13, 16 and May 2

**Bembridge**, Isle of Wight  
 47ft Tyne ON 1126: April 14 and May 27  
 D class: April 2

**Berwick-upon-Tweed**, Northumberland  
 Atlantic 21: March 15 and 23

**Blackpool**, Lancashire  
 D class: March 11 (twice), 18 (twice) and May 13 (twice)

**Blyth**, Northumberland  
 44ft Waveney ON 1079: March 11, April 1 and May 1

**Bridlington**, Humberside  
 12m Mersey ON 1124: April 2, May 11, 16, 21 and 28  
 D class: March 10, 21, April 2, 15 (twice), 16 318

(twice), 22, 23, 28, May 3, 12, 13, 16, 21, 26 and 30

**Brighton**, East Sussex  
 Atlantic 21: March 17, 18, 22, April 7 (twice), 15, 22, 23, 25, May 2, 9, 11, 19, 23 and 27 (twice)

**Broughty Ferry**, (Dundee), Angus  
 D class: March 10, April 28 and May 24

**Buckie**, Banffshire  
 52ft Arun ON 1093: April 29 (twice)

**Bude**, Cornwall  
 D class: May 13, 24, 27 and 28 (twice)

**Burry Port**, Dyfed  
 D class: April 17

**Campbeltown**, Argyllshire  
 52ft Arun ON 1059: March 4, 14, April 1, 28 and May 5 (twice)

**Cardigan**, Dyfed  
 C class: April 14 (twice)

**Clacton-on-Sea**, Essex  
 D class: April 16, 23, 29 and May 2

**Atlantic 21**: April 21, 22, 23, May 7, May 20, 26 and May 28 (twice)

**Clifden**, Co Galway  
 C class: May 24

**Conwy**, Gwynedd  
 D class: April 25

**Courtmacsherry Harbour**, Co Cork  
 48ft 6in Solent ON 1011: March 5, 24, April 18, 22, 23, 29 and May 1

**Criccieth**, Gwynedd  
 C class: March 7

**Cromer**, Norfolk  
 47ft Tyne ON 1097: May 6  
 D class: May 2

**Cullercoats**, Tyne and Wear  
 C class: March 11, April 8, 26, 29, May 22 and 27

**Donaghadee**, Co Down  
 52ft Arun ON 1107: April 18

**Dover**, Kent  
 50ft Thames ON 1031: March 4, April 7, 13, 21 (twice), May 4 and 8

**Dunbar**, East Lothian  
 Relief 48ft 6in Solent ON 1020: March 13  
 D class: April 22

**Dungeness**, Kent  
 37ft 6in Rother ON 1048: March 11 and April 2

**Dun Laoghaire**, Co Dublin  
 Relief 44ft Waveney ON 1036: April 4  
 D class: May 6

**Dunmore East**, Co Waterford  
 44ft Waveney ON 1035: March 2, 5 (twice), 6, 10 and April 5

**Eastbourne**, East Sussex  
 37ft 6in Rother ON 1055: May 6, 10 and 22  
 D class: April 1, 5, 13, 15, May 10 (twice), 13 (twice) and 28

**Exmouth**, South Devon  
 Relief 33ft Brede ON 1090: March 10, 15 and April 1

**33ft Brede ON 1088**: May 12 and 27 (three times)  
 D class: March 10, 19 (twice), April 16, May 5, 19, 22 and 26

**Eyemouth**, Berwickshire  
 44ft Waveney ON 1026: March 25

**Falmouth**, Cornwall  
 52ft Arun ON 1058: March 1  
 Relief 52ft Arun ON 1081: May 25  
 Atlantic 21: April 7 and 9

**Filey**, North Yorkshire  
 37ft Oakley ON 966: March 20, April 23 and May 11  
 D class: April 15 (twice), 16 (twice), May 6 and 10

**Fishguard**, Dyfed  
 52ft Arun ON 1076: April 9

**Flamborough**, Humberside  
 37ft Oakley ON 972: May 16 and 20

**Fleetwood**, Lancashire  
 47ft Tyne ON 1156: March 8, 11, April 27, May 19 and 20  
 D class: March 3, 17, April 1 and May 7

**Flint**, Clwyd  
 D class: March 1 and 3

**Fowey**, Cornwall  
 44ft Waveney ON 1028: March 15 and April 3  
 Relief 44ft Waveney ON 1003: April 9, 23, May 6, 23 and 26

**Fraserburgh**, Aberdeenshire  
 47ft Tyne ON 1109: April 5, 6, 10, May 15, 23 and 24

**Galway Bay**, Co Galway  
 52ft Arun ON 1118: March 13, April 12, 21, 28, May 12, 15, 19 and 27

**Girvan**, Ayrshire  
 33ft Brede ON 1105: March 16 and 29  
 Relief 33ft Brede ON 1105: May 26

**Great Yarmouth and Gorleston**, Norfolk  
 44ft Waveney ON 1065: March 25, April 27, 29 and May 6 (three times)  
 Atlantic 21: April 13 (twice), 20 (twice), 27 and May 7

**Happisburgh**, Norfolk  
 D class: May 28

**Hartlepool**, Cleveland  
 44ft Waveney ON 1044: March 5, 28 (twice), 31, April 12 and May 23  
 Atlantic 21: April 12 and May 27

**Harwich**, Essex  
 44ft Waveney ON 1060: March 18, 27 and April 14  
 Relief 44ft Waveney ON 1002: May 1  
 Atlantic 21: March 10, 11, 18, 26, 31, April 7 (twice), 14, 15, 20, 28, May 8, 20, 26, 28 and 31

**Hastings**, East Sussex  
 12m Mersey ON 1125: March 7, 8, 10 (twice), April 3, 14, 25, May 19 and 27  
 D class: March 9, 25, 26, April 8 (three times), 14, 18, 25 (twice), May 1, 4, 19, 25 and 27

**Hayling Island**, Hampshire  
 Atlantic 21: March 3, 11, May 2, 19 and 26

**Helensburgh**, Dunbartonshire  
 Atlantic 21: May 12

**Holyhead**, Gwynedd  
 Relief 47ft Tyne ON 1115: March 31 (twice)  
 47ft Tyne ON 1095: May 6, 16, 18 (twice) and 29  
 D class: March 31 (twice), May 7 and 12

**Horton and Port Eynon**, West Glamorgan  
 D class: May 17 and 20

**Howth**, Co Dublin  
 Relief 52ft Arun ON 1150: March 10  
 52ft Arun ON 1113: May 6  
 D class: May 14

**Hoylake**, Merseyside  
 37ft 6in Rother ON 1000: March 6

**Humber**, Humberside  
 Relief 52ft Arun ON 1103: March 6 (twice) and 8  
 52ft Arun ON 1123: April 9, 15, 21, 23, May 17, 18, 21, 29 (twice) and 30

**Hunstanton**, Norfolk  
 Atlantic 21: May 27

**Ilfracombe**, North Devon  
 37ft Oakley ON 986: March 11 and May 20

**Invergordon**, Ross-shire  
 Relief 44ft Waveney ON 1033: March 13 and April 29

**Islay**, Argyllshire  
 50ft Thames ON 1032: May 31

**Kilmore**, Co Wexford  
 Relief 37ft Oakley ON 994: March 2, April 5, 12 and 15

**Kinghorn, Fife**

*C class:* March 13, April 8, 25, 28, May 26 and 29

**Kirkcudbright, Kirkcudbrightshire**

*Atlantic 21:* April 25

**Kilkeel, Co Down**

*D class:* April 7

**Largs, Ayrshire**

*Atlantic 21:* March 11, 12, 14, 24, April 14, 15 (twice), 24 and May 6

**Lerwick, Shetland**

*52ft Arun ON 1057:* March 1, 10, April 28, May 13, 19 and 20

**Little and Broad Haven, Dyfed**

*D class:* April 7, May 11 and 20

**Littlehampton, West Sussex**

*Atlantic 21:* March 3, 18 (twice), 25, April 8, 15 (twice), 22 and May 6

**Littlestone-on-Sea, Kent**

*Atlantic 21:* March 19, April 21 and May 19

**The Lizard, Cornwall**

*47ft Tyne ON 1145:* May 19 and 25

**Llandudno (Orme's Head), Gwynedd**

*D class:* March 1, 11, 18 (twice), April 21, 25, 29 and May 21

**Longhope, Orkney**

*47ft Tyne ON 1138:* March 12

**Lough Swilly (Buncrana), Co Donegal**

*D class:* May 13 and 20 (twice)

**Lyme Regis, Dorset**

*Atlantic 21:* April 17, May 7, 10, 12 and 19

**Lymington, Hampshire**

*Atlantic 21:* May 22 and 30

**Mablethorpe, Lincolnshire**

*D class:* April 1, 18, 28, May 7, 27, 28 and 29 (twice)

**Macduff, Banffshire**

*Atlantic 21:* March 9, 10, April 29 and May 21

**Mallaig, Inverness-shire**

*52ft Arun ON 1078:* March 3, April 9, 15, 17, 28, 29, May 22, 23 and 28

**Margate, Kent**

*37ft 6in Rother ON 1046:* May 4, 19, 20, 24 and 27

*D class:* March 18, April 8, 16 (three times) and May 31

**Minehead, Somerset**

*Atlantic 21:* May 7, 14 and 20

*D class:* May 7 and 29

**Moelfre, Gwynedd**

*47ft Tyne ON 1116:* April 25 and May 6

*D class:* May 13

**Morecambe, Lancashire**

*D class:* March 31, April 3, 27, 29, May 26 and 28

**Mudford, Dorset**

*Atlantic 21:* March 1, 24, April 1, 8, 26, 28, May 2, 12, 18, 20 and 26 (twice)

**The Mumbles, West Glamorgan**

*47ft Tyne ON 1096:* March 1, 10, 23, 24 (twice), 31, April 8, May 16, 19 and 27

*D class:* April 16 (three times), 21 (twice), May 6, 13, 14 (twice), 23, 24 (three times) and 28

**Newbiggin, Northumberland**

*Atlantic 21:* March 5

**New Brighton, Merseyside**

*Atlantic 21:* March 29, April 8, May 3 and 26

**Newcastle, Co Down**

*37ft Oakley ON 974:* April 17 and May 17

**Newhaven, East Sussex**

*52ft Arun ON 1106:* March 17, April 3, 20, May 6, 15, 19 (twice) and 27

## Lifeboat Services

The services listed are those for which returns had been received at headquarters by 1 August 1990. There may be additional services for which no returns had been received by this date

**Newquay, Cornwall**

*C class:* March 12, 13, April 23 and May 7

**New Quay, Dyfed**

*Relief 37ft Oakley ON 961:* March 28 and April 15

*D class:* May 7 and 20

**North Berwick, East Lothian**

*D class:* May 6 and 8

**Oban, Argyllshire**

*Relief 33ft Brede ON 1101:* March 25, April 13, 14 (twice), 16, 21, 24, 29, May 23, 27 (twice) and 31

**Padstow, Cornwall**

*47ft Tyne ON 1094:* March 15, 22 (twice), April 8, 15, 16 and May 8

**Peel, Isle of Man**

*Atlantic 21:* April 22 and May 11

**Penlee, Cornwall**

*52ft Arun ON 1085:* March 22, April 9, 26, May 24 and 26

**Penarth, South Glamorgan**

*D class:* March 13, 30, 31, April 1, 7, 8, 10, 16, 18, 27, May 6 and 23 (twice)

**Plymouth, South Devon**

*52ft Arun ON 1136:* March 2, 5, 31, April 3, 22, May 26, 27 and 28

**Poole, Dorset**

*33ft Brede ON 1089:* March 6, 22, April 8 (twice), 9, 10, 15 (twice), 20, 29, May 5, 7, 18 and 19

*Boston Whaler:* March 6, 22, 25 (twice), April 1, 5, 10, 14, 15, 19 (twice), 20, 29, May 5, 18 (twice), 20 and 24

**Portaferry, Co Down**

*Atlantic 21:* March 4, April 8, 15 (twice), May 2 and 15

**Porthcawl, Mid Glamorgan**

*D class:* March 24 and April 28

**Porthdinllaen, Gwynedd**

*Relief 47ft Tyne ON 1142:* April 16, 22, 26 and May 6 47ft

*Tyne ON 1120:* May 21

**Port Isaac, Cornwall**

*D class:* March 31, April 22 and May 26

**Portpatrick, Wigtownshire**

*47ft Tyne ON 1151:* April 6, 15, 21 and May 26

**Portrush, Co Antrim**

*52ft Arun ON 1070:* March 4, 29, April 14, 15 and May 9

**Portsmouth (Langstone Harbour), Hampshire**

*Atlantic 21:* March 8, 10, 24, 25 (twice), April 15, May 6 (twice) and 29

*D class:* April 15, 16 and May 25

**Port St Mary, Isle of Man**

*54ft Arun ON 1051:* May 18

*D class:* April 21 and May 18

**Port Talbot, West Glamorgan**

*D class:* May 27

**Pwllheli, Gwynedd**

*D class:* March 18, April 12 and May 21

**Queensferry, West Lothian**

*Atlantic 21:* March 14, 15, April 1, 22 (twice), 24, 30, May 20 and 21

**Ramsey, Isle of Man**

*37ft Oakley ON 995:* March 20, April 12 and 30

**Ramsgate, Kent**

*Relief 44ft Waveney ON 1002:* March 17 and April 8

*47ft Tyne ON 1154:* May 22, 24 and May 26

*Atlantic 21:* April 8 (twice), 13, May 6 and 24 (twice)

**Redcar, Cleveland**

*Atlantic 21:* March 13, 18, May 20, 21 and 27

*D class:* April 18

**Rhyl, Clwyd**

*D class:* March 1, April 15, May 4 and 13

**Rosslare Harbour, Co Wexford**

*52ft Arun 1092:* March 29

**Rye Harbour, East Sussex**

*C class:* March 11, 31, April 1, 3, 25 and May 27

**St Abbs, Berwickshire**

*Atlantic 21:* April 7, 27 and May 26

**St Agnes, Cornwall**

*D class:* April 7 and May 24

**St Catherine, Channel Islands**

*C class:* March 3, April 25, 27 and May 9

**St Davids, Dyfed**

*47ft Tyne ON 1139:* April 9, 11, May 5 (twice), 7 and 23

**St Helier, Channel Islands**

*47ft Tyne ON 1157:* March 5, 11, 27, 29 and May 26

*Relief 47ft Tyne ON 1075:* April 24

**St Ives, Cornwall**

*Relief 37ft Oakley ON 973:* March 6, April 3, May 26, 29 and 31

*C class:* March 6, April 13 and May 31

**St Mary's, Isles of Scilly**

*Relief 52ft Arun ON 1086:* May 26

**St Peter Port, Channel Islands**

*52ft Arun ON 1025:* May 25, 27 and 31

**Salcombe, South Devon**

*Relief 47ft Tyne ON 1142:* March 20

*47ft Tyne ON 1130:* March 31, April 14 and May 27

**Scarborough, North Yorkshire**

*37ft Oakley ON 979:* April 3, May 1, 5 and 11

*D class:* May 1 and 5 (three times)

**Selsey, West Sussex**

*47ft Tyne ON 1074:* March 18 (twice), 26 (twice), 31, April 1, 8 and 14

*Relief 47ft Tyne ON 1075:* May 24

*D class:* March 18 (twice), 25, 31, April 3, 6, 15, May 13 and 19

**Sennen Cove, Cornwall**

*37ft 6in Rother ON 999:* May 26

**Sheerness, Kent**

*Relief 44ft Waveney ON 44-001:* March 1, 3, April 8 and 14

*44ft Waveney ON 1027:* April 23, May 6 (twice), 10, 13, 19 and 27

*D class:* March 3, 4, 20, 23, 25 (twice), April 15, 24, 28, May 6 (twice), 27 (twice) and 28

**Sheringham, Norfolk**

*37ft Oakley ON 960:* April 14

**Skegness, Lincolnshire**

*37ft Oakley ON 977:* April 15 and 25

*D class:* May 3

**Skerries, Co Dublin**

*D class:* April 7 and May 6

**Southend-on-Sea, Essex**

*D class:* March 25, 27, April 5, 7, 15, May 3, 9 and 17

*Atlantic 21:* April 1 (three times), 7, 8, 14 and 16

**Southwold, Suffolk**

*Atlantic 21:* March 31, May 6 and 26

**Staithe and Runswick, North Yorkshire**

*Atlantic 21:* March 11, 18, April 2 and May 27 (twice)

**Stornoway (Lewis), Ross-shire**

*52ft Arun ON 1098:* April 24, 25, 26 and May 12 (twice)

**Stranraer, Wigtownshire**

*D class:* May 31

**Sunderland, Tyne and Wear**

*47ft Watson ON 969:* March 17, April 1, 2, 5 and 8

*44ft Waveney ON 1043:* May 20

*D class:* May 20

**Swanage, Dorset**

*Relief 37ft 6in Rother ON 1047:* March 26, April 26, May 6, 7, 11, 18 and 26

**Teesmouth, Cleveland**

*47ft Tyne ON 1110:* March 10, 18, April 14, 21 and 26

**Tenby, Dyfed**

*47ft Tyne ON 1112:* March 31, April 12, 14 (twice), 21, 22, May 7, 14 and 23

*D class:* March 4, 26, April 14, 15, 16 (twice), May 15, 22, 26 (twice) and 28

**Thurso, Caithness**

*52ft Arun ON 1149:* March 6

*Relief 52ft Arun ON 1062:* April 23 (twice) and 24

# BOOKS

## SOME RECENT PUBLICATIONS REVIEWED

### THE HISTORY OF THE LONGHOPE LIFEBOATS THE STORY OF THE FLEETWOOD LIFEBOATS

*Written and published by Jeff Morris*

Honorary Archivist of the Lifeboat Enthusiasts Society Jeff Morris is by now well-known for his pocket guides to lifeboat stations and these volumes add, or bring up to date, the situation at two more stations.

The Longhope volume is an addition to the series, relating the history of the station from its foundation in 1874, including the tragedy which occurred there in March 1969 when the 47ft Watson class *TGB* capsized with the loss of her entire crew of eight. This, and many other services, form part of the book detailing the difficult rescues carried out by the station's lifeboats.

The Fleetwood history is a second edition, bringing the story of the station's lifeboats right up to date following the arrival of a new Tyne class lifeboat in October 1989.

The History of the Longhope Lifeboats is available from Jeff Morris, 14 Medina Road, Foleshill, Coventry CV6 5JB at £2 (including p and p) and *The Story of the Fleetwood Lifeboats* from Mike Purcell, c/o The Lifeboat Station, The Esplanade, Fleetwood, Lancashire FY7 6DN, price £1.50 plus 25p post and packing.

### THE HISTORY OF THE CARDIGAN LIFEBOATS

by Donald Davies

*Published by Jeff Morris*

Written by Donald Davies this 25-page paperback is published by Jeff Morris, and is in the same format as similar books from his own pen.

The volume chronicles the history of the Cardigan lifeboat station from its founding in 1849 through to the present day and the operation of a high speed C class inflatable.

Photographs to accompany the text also reflect the variety of lifeboats at the station, the earliest dated 1903 and the latest showing the C class with her County launching tractor.

Another splendid history of a lifeboat station at a very reasonable price – £1.50 (plus 25p p and p) from Mrs E. Arnold, Aelwerdd, Gwbert Road, Cardigan, Dyfed.

### AN ILLUSTRATED GUIDE TO OUR LIFEBOAT STATIONS – PART 5

*Written and published by Jeff Morris*

Just as the title implies this is the latest volume in a series which will eventually cover the whole of the coastline.

The fifth volume covers the area from the Isles of Scilly to Aberdovey and includes, wherever possible, photographs of current and previous lifeboat houses - even when the station has long-since been closed.

A useful volume with much abbreviated information packed between its paperback covers.

The book is available from Jeff Morris at 14 Medina Road, Foleshill, Coventry CV6 5JB.

### A TOWN'S PRIDE – Victorian Lifeboatmen and their Community

*Written and published by Rob Blann,*

*Worthing West Sussex BN11 5JL at £10.95*

*including p and p*

ISBN 0 9516277 0 8

Local author Rob Blann has a close connection with both Worthing and the RNLI, and combining these interests has led to this 175-page soft-back examination of the role of a town's lifeboats.

Well illustrated with charming Victorian photographs the volume brings home the close connection between a lifeboat station and the community of which it is part and which it also serves.

Although localised, and covering a short period of history, 'A Town's Pride' will have appeal outside the town of its origin for the fascinating glimpses of Victorian life which it offers.

Profits from the publication will go to the RNLI.

### MR GREATHEAD'S LIFEBOATS

*by Adrian G. Osler, published by Tyne and Wear Museums Service*

ISBN 0 905974 47 6

A well-researched account of the development and use of the lifeboats of Henry Greathead, usually accepted as the designer and builder of the first purpose-built lifeboat.

Greathead's life is also well chronicled, taking in his eventful time at sea and his final bankruptcy and fall from grace. Well illustrated and very readable, but also a valuable reference book.

### LAUNCHED ON SERVICE – A photographic Portrayal of an Operational Lifeboat Station

by Willis Shaw, published by A. Quick and Co ISBN 0 9504912 4 1

The pen name Willis Shaw conceals Captain Rod Shaw, who has been connected with the Harwich station for many years, the last five of them as honorary secretary, and his son who helped with much of the research. There can be few people better able to provide a general portrait of a station in action.

Although providing a brief outline of the early years from 1821 until the station was closed in 1917 the book concentrates on the period from 1965 when Harwich was re-opened, and gives an interesting insight into the running of a lifeboat station as seen by the people involved. Although taking Harwich as its example, the feel of the operation as a whole could be applied to many other stations around the coast.

Both headline-catching and routine services are recounted and well illustrated – often with quite dramatic photographs – and the fund-raising and social aspects which are so much a part of any lifeboat station also receive their fair share of attention. The personal touch of the author brings everything to life, and some interesting 'asides' resulting from his own involvement and touches of wry humour enliven the text.

'Launched on Service' comprises 115 well-reproduced A4 pages and is available from Rod Shaw, 17 Fronks Road, Harwich CO12 3RJ at £8.75 including p and p.

### Also Received...

#### EMERGENCY: KERRY COAST

*Richard J. Robinson, 5 Carrovorrin Avenue,*

*Ennis, Co Clare, Ireland, £6 including p and p*

An interesting look at a community's lifeboat (Valentia in the far south west of Ireland) and its links with other organisations, with useful appendices of services and statistics.

#### FROM DAUNTLESS TO ANNIE

*A History of Wicklow Lifeboat Station*

*by Ciaran Doyle, IR£3.50*

*Ciaran Doyle, the Assistant Mechanic, has compiled an informative narrative which covers the 130-year history of Wicklow's lifeboats. Proceeds to the RNLI.*

#### MY ISLAND WAR

*Recollections of Wren*

*by Marjorie Williams, The Limes, Hiham Green, Winchelsea, E. Sussex, £3.75 (p&p 50p)*

Charming wartime recollections of a Wren on the Scillies. Only one mention of lifeboats, but £2 per book sold goes to the RNLI.

## Lifeboat Services

March April and May 1990

Continued from previous page

#### Tighnabruaich, Argyllshire

*D class:* May 31

#### Torbay, South Devon

*54ft Arun ON 1037:* March 3, 20, 23, 25, April 28, May 3, 4, 5, 21 and 27

*Relief 52ft Arun 1108:* April 1 and 9

*D class:* April 11, 15, May 5, 16, 20, 26 and 27

#### Trearddur Bay, Gwynedd

*D class:* April 1, 2 and May 13

#### Troon, Ayrshire

*52ft Arun ON 1134:* March 14, 29, April 28, May 6 (twice) and 17

#### Tynemouth, Tyne and Wear

*52ft Arun ON 1061:* March 11, 14, 25, April 8 and 9

*D class:* April 16, 30 and May 29

#### Walmer, Kent

*37ft 6in Rother ON 1024:* April 13 and 21

*D class:* April 10, 13 (twice), May 19 and 21

#### Walton and Frinton, Essex

*48ft 6in Solent ON 1012:* March 24, April 21 (twice) and 22

*Relief 48ft 6in Solent ON 1019:* April 28, May 7, 18 and 26

#### Wells, Norfolk

*37ft Oakley ON 982:* May 2

*D class:* April 25 and 29

#### West Kirby, Merseyside

*D class:* May 28

#### West Mersea, Essex

*Atlantic 21:* March 3, 7, 10, 17, 18, April 7, 14

(three times), 15, 16 (twice), 22, 24, May 1 (twice), 7, 17, 19 and 27

#### Weston-super-Mare, Avon

*D class:* March 10

*Atlantic 21:* March 10 (twice), 16, 27, April 14, 21, 22, May 6, 9 and 14

#### Weymouth, Dorset

*Relief 52ft Arun ON 1081:* March 11

*54ft Arun ON 1049:* March 25 and April 20

*Relief 52ft Arun ON 1108:* May 18, 19, 22 and 27

#### Whitby, North Yorkshire

*Relief 47ft Tyne ON 1122:* March 18, April 1 (twice) and 3 (three times)

*D class:* May 7

#### Wick, Caithness

*47ft Tyne ON 1121:* March 10, 17, April 6, May 25 and 29

#### Wicklow, Co Wicklow

*47ft Tyne ON 1153:* April 29

#### Withernsea, Humberside

*D class:* April 10, May 16 and 19

#### Yarmouth, Isle of Wight

*Relief 52ft Arun ON 1108:* March 4, 8, 10 and 18

*52ft Arun ON 1053:* April 6, 10, 14 and 15

#### Youghal, Co Cork

*Atlantic 21:* April 5 and May 25

#### Lifeboat on Passage

*44ft Waveney ON 44-001:* April 25

# People and Places

Around and about the RNLI

## Jam on the Bread!

Two stars from the popular BBC TV series 'Bread' drew the winning tickets for the RNLI's 50th national lottery, which took place on 31 July 1990.

Nellie Boswell and Lilo Lil (actresses Jean Boht and Eileen Pollock), who were appearing in a successful stage version of the show at the Bournemouth Pavilion, had great fun pulling out the lucky tickets from the drum, with the first prize of £2,000 going to Mr Wright of Christchurch, Dorset – the first time a local resident has been a winner since the quarterly raffle was started 12 years ago.

Supervising the draw for the first time was Ian Ventham who joined the RNLI in May as Head of Fund Raising and Marketing.

The 50th lottery raised more than £73,000 and the prize winners were:  
**£2,000** - M.A. Wright, Christchurch, Dorset.  
**£1,000** - Mr and Mrs L. Berry, Bath.  
**£500** - D.R. Gay, Southampton, Hants..  
**£250** - Mrs S. Hammersley, Ruislip, Middlesex.



Drawing the winning tickets for the 50th National Lottery. Head of Fund Raising and Marketing, Ian Ventham, (left) addresses the gathering with actresses Jean Boht and Eileen Pollock from the TV series 'Bread' on the right. Corporate Fund Raising Manager Peter Holness prepares to spin the drum.

**£100** - F.H. Ellis, Southwold, Suffolk; Mr and Mrs D.S. Christian, Horncastle, Lincolnshire; S. Slack, Aston, Sheffield; J.C. Rouse, South Lowestoft, Suffolk; Mrs K.L. O'Malley, London; M.J. Davies, Grays, Essex; M. Dawson, Caterham, Surrey; Miss J.A. Bradbury, Coventry.

**£50** - Mrs J.C. Jenkins, Burncross, Sheffield; R.M. Danby, Newcastle-upon-Tyne; Mrs J. Stirrup, London; D. Jane, Guildford, Surrey; Mr and Mrs W.F. Gooder, Bridlington, North Humberside; J. Walker Morris, Worcester; M. McGregor, Warrington, Cheshire; Miss J. Luckins, Warrington, Cheshire.

## Obituaries

With deep regret we record the following deaths:  
NOVEMBER 1989

**John Todd**, coxswain of Sunderland lifeboat from 1966 until his retirement in 1974. He joined the crew in 1946 and was bowman from 1948 to 1958 when he became second coxswain until his appointment as coxswain.

JANUARY 1990

**Mrs N.B. Cooke**, president of St Helens Ladies' guild from 1967 until her death. She was formerly vice president from 1959 to 1967.

FEBRUARY 1990

**Mrs B.C. Davey**, vice president of Jersey Ladies' guild from 1968 until her death. She was chairman of the guild from 1962 to 1968 and was awarded a silver badge in 1986.

MARCH 1990

**Lady Olwen Cary Evans DBE**, honorary life governor since 1974.

APRIL 1990

**Arthur Crowther**, honorary treasurer of Nottingham and District branch from 1972 until his death.

**Ivor Crockford**, coxswain of Tenby lifeboat from 1968 to 1972. He joined the crew in 1937, became bowman in 1957, and then served as second coxswain from 1958 until his appointment as coxswain in 1968.

JUNE 1990

**Miss D. North**, honorary secretary of Kirkby Lonsdale branch from 1952 until her death. She was awarded a silver badge in 1963 and a gold badge in 1978.

**Graham Gorringe**, chairman of Lewes and District branch from 1967 to 1982 when he was then appointed vice president until his death. He

was awarded a silver badge in 1983.

**Mrs Edith Harding**, founder member and honorary box secretary of Stockport South East branch. She was chairman from 1974 to 1979 and, together with her husband, was awarded a statuette in 1983.

**Colonel J.A.M. Phillips DSO MBE DL**, chairman of Staithes and Runswick station branch from 1969 to 1987 when he was elected deputy president until his death. He was awarded a silver badge in 1980.

**R.W. McKernan**, Filey station branch treasurer from 1965 to 1976, committee member 1976 to 1981 and station administrative officer from 1981 to his death. He was awarded a silver badge in 1986.

JULY 1990

**Mrs Kitty Gould**, committee member of Hayling Island branch from 1970 to 1988. She was awarded a certificate of thanks in 1985.

**William Robinson**, coxswain of Filey lifeboat from 1947 to 1963. He was a crew member from 1928 to 1933, assistant mechanic from 1940 to 1944 when he became second coxswain until his appointment as coxswain in 1947.

**Toby Sutton**, Laird of Slains, donor of the Montrose lifeboat *Moonbeam*.

**Leslie (Curly) Boyles**, chairman and deputy launching authority of Ilfracombe lifeboat station/branch. He served as a crew member from 1965 to 1972 and was then assistant mechanic until he retired in 1973 due to ill health. In 1976 he was elected chairman of the branch and was deputy launching authority from 1984. Mr Boyles was awarded a long service badge in 1983 and a silver badge in 1986.

## Birthday honours

**Coxswain Douglas Matthewson BEM** of Arbroath lifeboat has been awarded the British Empire Medal for his services to the RNLI in Her Majesty the Queen's Birthday Honours list. He joined the crew in 1953 and served as second coxswain from 1963 until his appointment as coxswain in 1965.

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

**CBE**

**John James CBE**, executive trustee, Grosvenor Estate, Crown Estate Commissioners and also a vice president of the Institution and member of the Committee of Management.

**OBE**

**Gordon Dodd OBE**, operations director of FBM Marine, builders of many of the Institution's lifeboats.

**Maldwin Drummond OBE**, for public services and services to conservation. Mr Drummond is a vice president of the Institution and a member of the Committee of Management.

**Philip Leigh-Bramwell OBE**, for services to the community in Bolton and for charitable services. Mr Leigh-Bramwell and his family have been generous supporters of the RNLI.

## People and Places

Continued

### Birthday Parade

The RNLI was closely involved with the celebrations of Her Majesty Queen Elizabeth The Queen Mother during the summer.

Her Majesty, a patron of the Institution for more than 50 years, was honoured at Horse Guards Parade on 27 June 1990 and also reviewed a fleet of yachts at Spithead on 30 July 1990.

An Atlantic 21 rigid inflatable, towed by a Land-Rover, represented the RNLI at Horse Guards Parade, with 15 lifeboatmen two staff, and two voluntary fund raisers making up the tableau. A total of some 4,000 people were on parade for inspection by Her Majesty.

The Land-Rover was driven by Steven Simmons and Philip Howard of the RNLI's Cowes Base, the Atlantic 21 was manned by lifeboatmen Martin Ellison, Joe Breen and Billy Ellison from Portaferry with Tony Bebbington, David Knowles and Geoff Barfoot of Poole escorting the RNLI colour born by Teesmouth coxswain Peter Race.

Flanking them were Norman Urquhart and Colin McCaffrey of Thurso (whose Arun class lifeboat is named *Queen Mother*), Barry Roberts and Richard McLaughlin of Trearddur Bay, Tony Hawkins and Peter Killick of Dover and Ian Vincent and Ron Latham of Hartlepool. Mrs Dru Dennis of the Godstone branch and John Cox of the St Albans branch represented the fund raisers at this auspicious occasion.

A few weeks later the RNLI took part in the Queen Mother's review of yachts at Spithead on the Solent, when the Yarmouth and Bembridge lifeboats led the huge escort which accompanied the Royal



Yarmouth's Arun class *Joy and John Wade* is dwarfed by the Royal Yacht as the lifeboat escorts *Britannia* through Her Majesty The Queen Mother's review of yachts in the Solent.

Yacht *Britannia* on her passage through massed ranks of yachts anchored in her honour.

Yarmouth's Arun class *Joy and John Wade* took the westbound leg and Bembridge's Tyne class *Max Aitken III* the eastbound – the two lifeboats executing an impressive switch from a very hemmed-in position as *Britannia* turned through 180 degrees.

Portsmouth and Lymington's Atlantics and Calshot's Brede class lifeboats were also at sea as part of the safety arrangements for the huge fleet of yachts.

### Profitable Pugwash

Cartoonist John Ryan, who draws the famous Captain Pugwash, was not terribly pleased when a national newspaper published allegations of innuendo and *double entendre* in the good Captain's exploits.

As a keen supporter of the RNLI John was pleased to be able to forward a cheque for £1,000 sent to him by the paper to clear the intrepid mariner's name, along with a published apology. 'Let's hope it may help to save the Captain in one of his many hours of need some day!' he added.

### Surprise, Surprise!

Very few people believed that a combined birthday and retirement party with 180 guests could be kept secret from the guest of honour, especially in a close-knit town the size of Salcombe.

Somehow the secret remained safe, and the look of surprise on the face of Bill Budgett when he arrived at Salcombe Yacht Club was reward enough for all the behind the scenes plotting by the Salcombe lifeboat crew.

After 25 years as honorary secretary at Salcombe lifeboat station Bill was celebrating both his birthday and retirement. Gifts were presented to him by the crew of *The Baltic Exchange II*, the Salcombe lifeboat committee, the Salcombe Ladies' guild, Brixham Coastguard and Padstow lifeboat.

The affection for Bill was demonstrated when guests travelling from near and far. Mr Paul Vogt, chairman of the Baltic Exchange, donors of the town's lifeboat, and Ray Kipling, the Institution's deputy director were among the host of close friends of a man who surely epitomises the spirit of the RNLI.

### A Family Affair

'Today's Lifeboatmen' in the Summer 1990 edition of the journal temporarily changed its title to 'Today's Lifeboatwomen' to feature the three young ladies who are crew members of Little and Broad Haven's D class lifeboat.

However, we hear that the crew of Lough Swilly's D class lifeboat not only includes three girls, but that two of them are sisters! Bridgita Kelly and Maria-Claire and Dawn Stevenson make up the trio.

Adding to the family atmosphere at the station two of the other members of the crew, Peter and Mark Barnett, are brothers.

Does your station have even more closely linked family ties?

The two sets of brothers and sisters who are crew members at Lough Swilly. From left to right: Peter Barnett, Maria-Claire and Dawn Stevenson and Mark Barnett.





## A different service!

A special surprise was in store for Whitby lifeboat supporter Joanne Lunn on her wedding day – the crew turned up to provide a guard of honour.

Coxswain Peter Thomson and three crew members travelled 70 miles to Wakefield to congratulate the girl who has been raising money for them since she was only ten years old.

Joanne and her younger sister Caroline began raising money for the lifeboat with a Christmas party in 1977. Since then they have become staunch fund raisers and the amount raised has increased each year.

The sisters, who live at Outwood, near Wakefield, visited the station five years ago when they went on board the lifeboat. They were also among the special guests invited to last year's naming ceremony of the station's new Tyne class lifeboat *City of Sheffield* by the Duchess of Kent.

Station honorary secretary Les Heath said: 'The girls' aunt told us the date of the wedding and asked if the crew would toast Joanne's health on the day. Instead they decided to travel to the wedding as a surprise. The family were delighted – it was only after the signing of the register that Joanne saw them, it really made her day.'

## 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:

- Aberdeen** – Mechanic I.B. Jack
- Blackpool** – Crew Member P. Parton
- Eastbourne** – Crew Member C.F. Burden
- Helensburgh** – Crew Member C. Gardiner
- Kilmore** – Coxswain J.J. Devereux, Second Coxswain B.P. Kehoe, Mechanic W. Culleton, Emergency Mechanics D. Bates, D. Culleton, Crew Members J. Kehoe, M. Culleton
- Lyme Regis** – Crew Member G. Turner, Shore Helpers K.R. Gollop, B.R. Miller, J.R.F. Sewell, A. Archer Thomson
- North Berwick** – Crew Member T. Cunningham
- Port Isaac** – Crew Member N.J. Andrews
- Portsmouth (Langstone Harbour)** – Crew Member G.J. Jewell
- Ramsgate** – Crew Member T.H. Brown
- Sheringham** – Head Launcher W.G. White
- Shoreham** – Assistant Mechanic M. Fox, Crew Members P. Lowe, P. Huxtable
- Southend** – Crew Members P. Gilson, R. Fossett
- St Davids** – Crew Member R.M. Bateman
- Swanage** – Shore Helper J.E. Corben
- Torbay** – Shore Helper E.C. Fradd
- Troon** – Shore Helper T.L. Devenny
- Yarmouth** – Crew Member K. Hopkins

## On Station

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

### ALL-WEATHER

- Wells** – Mersey 12-003 (ON 1161) *Doris M. Mann* of *Amphill* on 3 July 1990.
- Ilfracombe** – Mersey 12-007 (ON1165) *Spirit of Derbyshire* on 20 July 1990.
- Tobermory** – Waveney 44-016 (ON 1042) *Ralph and Joy Swann* on 6 August 1990 as temporary station lifeboat.
- Skegness** – Mersey 12-008 (ON 1166) *Lincolnshire Poacher* on 7 August 1990.

### INSHORE

- Relief** – D401 on 16 May 1990.
- Relief** – D404 on 23 May 1990.
- Relief** – D403 on 13 June 1990.
- Relief** – D 405 on 28 June 1990.
- Port Talbot** – D402 on 24 July 1990.
- Relief** – D407 on 25 July 1990.
- Relief** – D406 on 1 August 1990.

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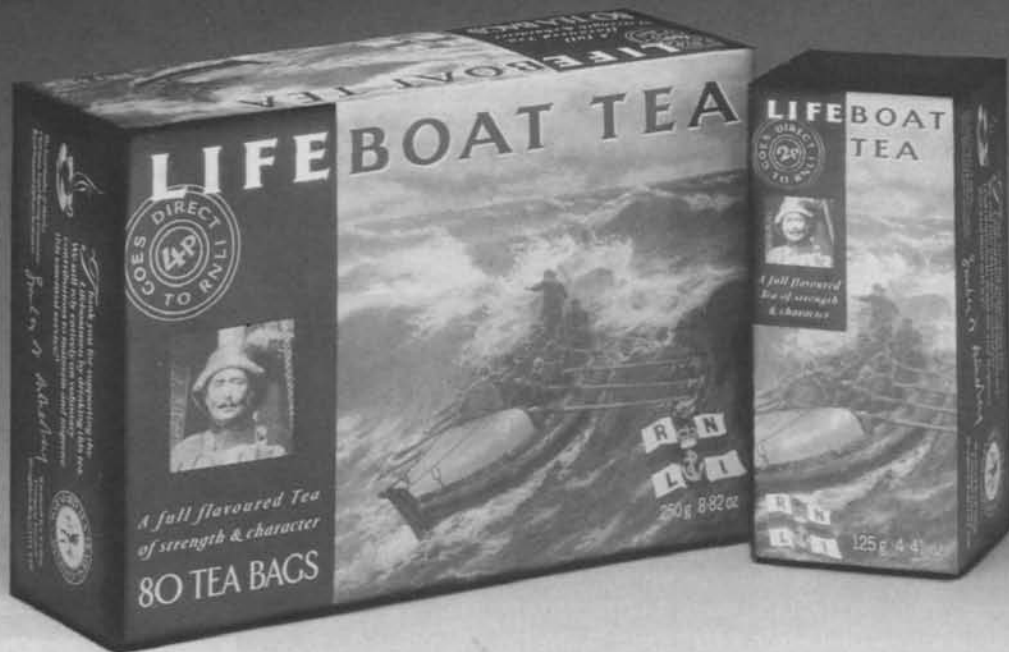
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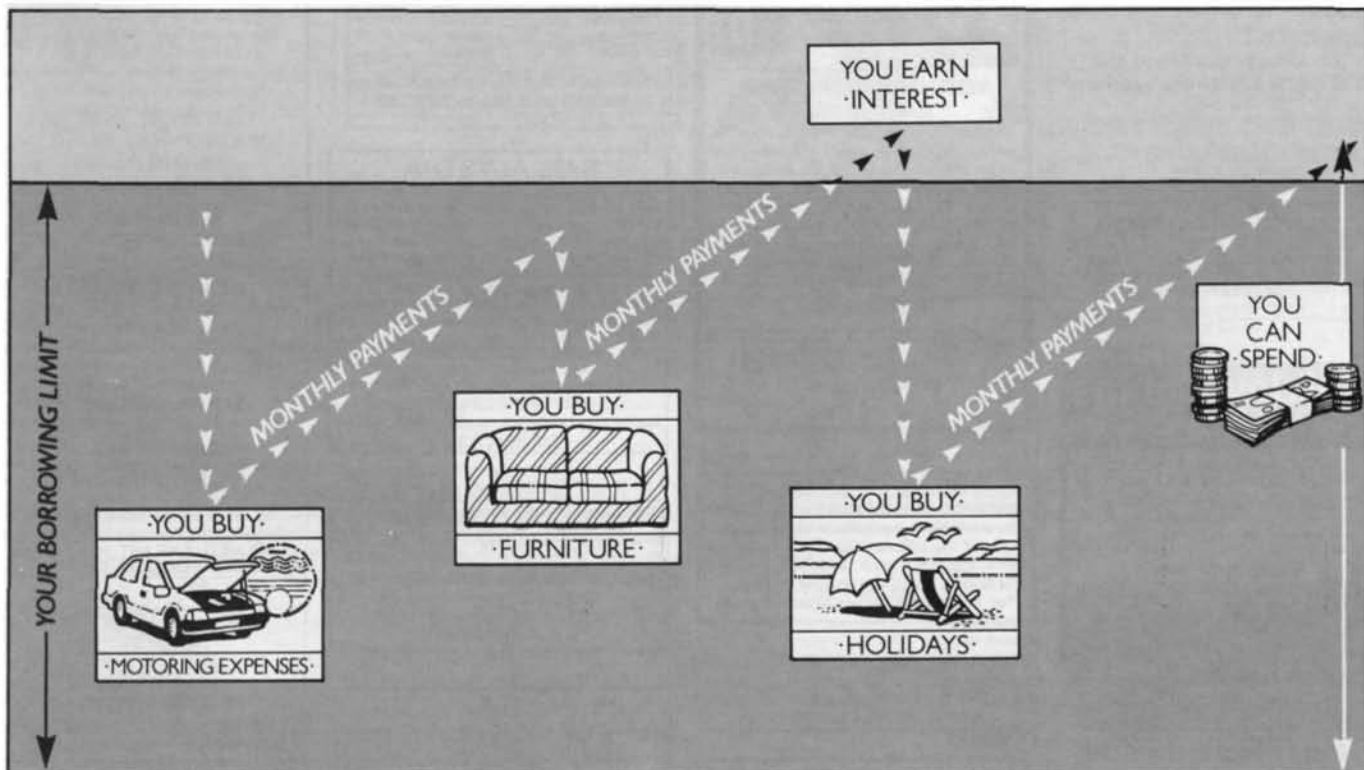


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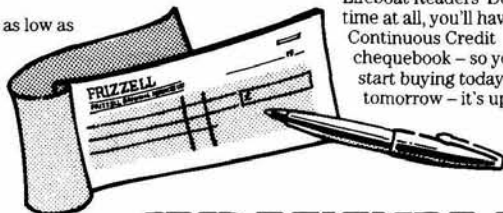
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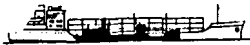
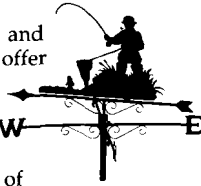
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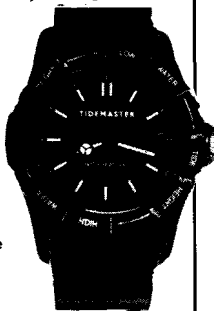
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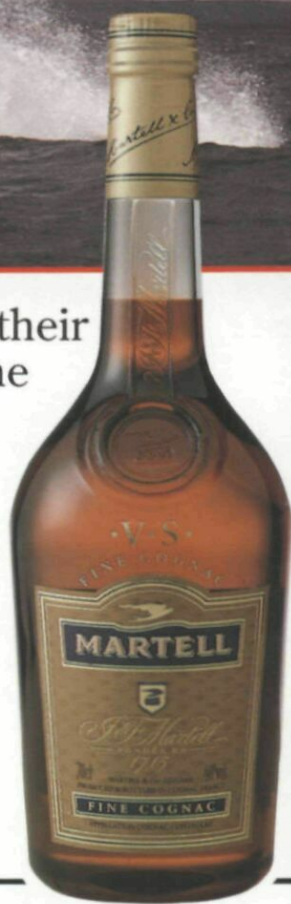
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