

The Lifeboat



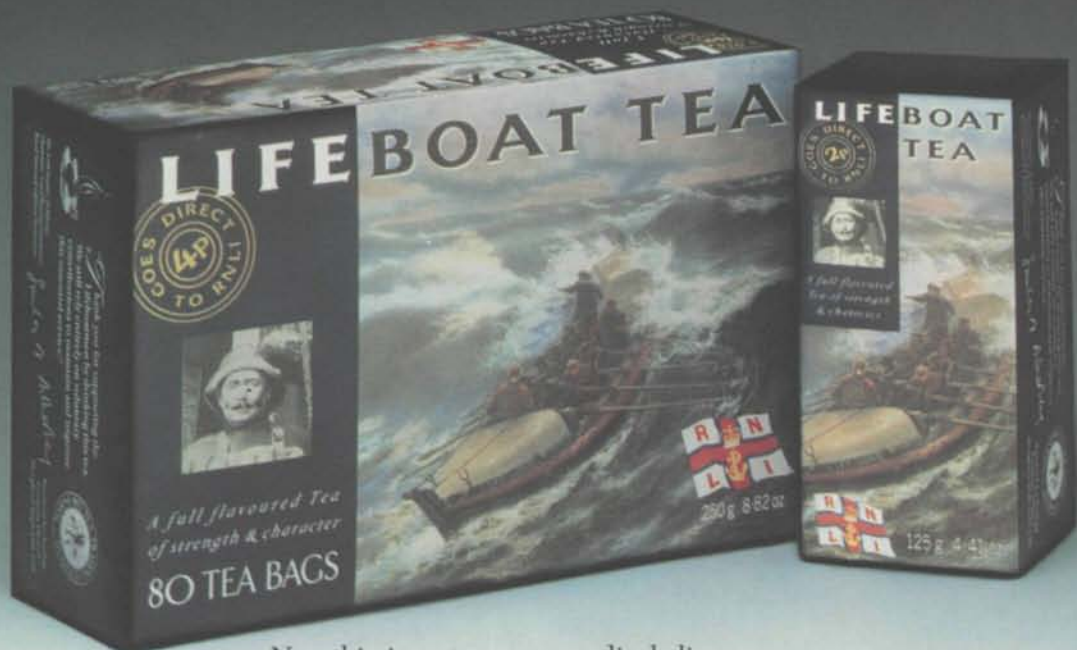
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Royal naming ceremonies



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Lifeboat



Royal National

Lifeboat

Institution

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COVER PICTURE

by

Peter Orme

A cheery wave from HRH The Duchess of Kent aboard the Mersey class lifeboat *Marine Engineer* after the naming ceremony in London's Docklands on 25 April 1991.

Next Issue: The Winter issue of THE LIFEBOAT will appear in January 1992, and news items should be received by Friday, 26 November 1991.

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Reasons to celebrate

The opening of Ramsey's new boathouse in a ceremony on 6 April was much welcomed by all. The new boathouse, situated at the north end of the south promenade, has been specially designed to house the new 12m Mersey class lifeboat *Ann and James Ritchie*.

After addresses by Dr Ewan Corlett, chairman of the Ramsey branch, Rear Admiral W.J. McClune, deputy chairman of the RNLI's boat committee and member of the committee of management, and Mr George Rawlinson, deputy inspector of lifeboats for the western division, Ramsey's new boathouse was declared officially open by Mrs Helen Vlasto, wife of the former western divisional inspector Mr Michael Vlasto.

Ramsey's last boathouse was constructed in 1889 at a cost of £1,731, which also included the



Director Brian Miles presents a plaque to Brixham builders Lock and Williams in recognition of their help in restoring the Teignmouth lifeboat house. Photo Jeff Morris

price of a house for the coxswain. The latest boathouse cost £200,000 and has been funded by a special appeal launched last year which raised £150,000. The finance for a new crew recreation room was provided by Mr Hamey from Manchester, who was also a guest at the opening ceremony.

In Teignmouth on 22 June 1991, the Director Brian Miles officially re-opened the town's lifeboat station. The station was first established in 1851, but it was not until 1854 that the station became the responsibility of the RNLI.

However, in 1940 the station was closed, and its lifeboat remained in the boathouse until it was sold for £200 in 1945.

The station re-opened for business last year, and at the official opening ceremony in June, the Director presented a plaque to the contractors for their help in restoring the lifeboat house.

New deputy chairman

Mr Clayton Love Jnr has been appointed one of the two deputy chairmen of the RNLI, joining Mr Raymond Cory CBE and succeeding Captain Sir Charles McGrigor BT DL.

Mr Love's association with the RNLI stretches back more than 30 years. He has been a member of the Institution's committee of management since 1969 and currently serves on the executive and search and rescue committees.

Mr Love is chairman of Beamish & Crawford plc and lives in Cork.

He has represented Ireland in the Admiral's Cup yacht racing series and was also captain of the Irish team in the 1960 Olympics.

Winter work

The D class inshore lifeboats currently on summer duty at Torbay, Bembridge, Portsmouth (Langstone Harbour) and Southend-on-Sea are to remain permanently at their stations with immediate effect to complement the stations' existing year-round lifeboats. Torbay and Bembridge also have all-weather lifeboats while Portsmouth and Southend have Atlantic 21 inshore lifeboats. Southend has an additional D class inflatable which was already on year-round service.

The 16ft inflatables were first placed on summer duty (from March to October) at Torbay and Southend-on-Sea in 1987, Portsmouth in 1965 and at Bembridge in 1964.

The decision to extend the inshore lifeboat cover at the three stations results from increases in winter casualties.

Over the moon

Barry Dock lifeboat crew are 'walking on air' over their brand new crew building.

25ft wide and weighing nearly ten tons, the building was donated by Associated British Ports and transported to its new site by Denholm Terminals.

In all, it took over six hours to take the building two miles to its new location.

A crane was needed at obstacles to lift the building off one lorry, over the obstacle (here, a shed) and onto a second lorry.

The Barry lifeboat crew escorted the building to its destination and are reported to be very pleased with their new 'home'.

Keeping busy

The Director of the RNLI, Brian Miles, was certainly kept busy during his recent visit to Harwich lifeboat station.

In the 18 hours of his visit he was guest of honour at the station's Annual Banquet and Ball, the last public function for coxswain/mechanic Peter Burwood who was retiring after 24 years service with the RNLI.

Next morning, the Director presented the Silver Award to Mrs K. Corbett in recognition of the outstanding work by her late husband, the station's HMA, Dr James Corbett. A Certificate of Service was also presented to Mr Charles Moll, who was standing down after 16 years on both Harwich lifeboats.

The Director also officially opened the station's new souvenir shop, funded by donations in memory of two local men, Allan Stanley and Tibor Zahoransky and, finally, before departing to continue their hectic schedule, the Director and his wife had morning coffee with the branch committee and Ladies' guild.

Welcome to the femme-ily!

North Berwick has just enrolled the first female crew member in the station's history. She is Fiona Cesari, a mother of two and the fiancée of crew member Douglas Scrimgeour.

Fiona is keen, enthusiastic for the job and seeks no favours. She has been made to feel very welcome by the crew and says of her new role:

'Being a woman is no great disadvantage because strength is not as important as common sense and technique.'

Newspoint

The RNLI has but one aim – the saving of life at sea. However, in achieving this aim it becomes involved in fields as diverse as hull design and building works ashore.

It is in this last field that problems will sometimes arise when opposing local views are aired about the aesthetic suitability of new station buildings.

The RNLI is always very much a part of a local community, providing a service to it and receiving help from it in equal measure.

Great care is taken with the design of new boathouses to ensure they blend with existing buildings as best they are able, and the Institution is willing to liaise with everyone concerned. It is also worth remembering that the RNLI's only motivation is to provide the best possible lifesaving service – it is not a commercial concern seeking profit.

There is much to do to improve the Institution's shoreside facilities, and the number of major projects is set to increase as the RNLI brings shore facilities in line with the standard of its lifeboats and provides volunteer crews with suitable accommodation.

Supporters can be of great help to the RNLI at local level by making known the Institution's desire to work with a local community and to provide mutually acceptable and aesthetically pleasing facilities.

The Barry Dock crew building takes a short cut to its new location.





Further rewards

Assistant mechanic James Dougal of Eyemouth lifeboat has been awarded the Maud Smith Award for 'the most outstanding act of lifesaving by a lifeboatman' for 1990.

When a telephone failure caused by adverse weather conditions prevented contact with Eyemouth's coxswain and second coxswain, James Dougal took command for the rescue of two divers in a hurricane off the Scottish coast on 6 October 1990.

His courage for this service was recognised with the presentation of the RNLI's Silver medal by HRH The Duke of Kent at the Institution's annual meeting at the Royal Festival Hall last May.

A full account of the service appeared in *THE LIFEBOAT*, Summer 1991 issue.

The crews of the Aberystwyth C class lifeboat and the fishing boat *Seren-y-Mor* have been made joint recipients of the 1990 Ralph Glistler Award for the most meri-

torious service conducted by the crew of an inshore lifeboat.

In September 1990, the crews rescued a lone yachtsman whose 18ft boat *Otter* got into difficulties in worsening weather. With great skill, the boat was towed across the bar to safety in very dangerous conditions.

Those honoured are helmsman Peter Heading and crew members David Davies, Martin Porter and Michael Harris of the Aberystwyth lifeboat, skipper Robbie Gorman and crew members Alan Blair, Brian Pugh-Jones, Brian Slack and Sandro James of the *Seren-y-Mor*.

Peter Heading and Robbie Gorman were presented with the Bronze medal for this service from The Duke of Kent at the Royal Festival Hall in May. The crews received framed Letters of Thanks signed by the RNLI Chairman.

A full account of this service appeared in *THE LIFEBOAT*, Spring 1991 issue.

Access's affinity with the RNLI

The RNLI and the Royal Bank of Scotland have been running a very successful 'affinity' credit card scheme since 1988, which has raised more than £350,000 for the Institution's funds. A large proportion of this has come from the bank's payment as a result of each transaction with the card.

Although the Royal Bank of Scotland will shortly be falling in line with most other banks and introducing an annual charge for its Access card we hope that supporters will continue to make use of this most valuable way of boosting the RNLI's funds.

Any queries concerning the new charge should be taken up directly with the Royal Bank of Scotland Credit Card Centre on Southend-on-Sea (0702) 351303.

Trans-Atlantic training

Seafarers in difficulties around the British Virgin Islands can feel that much more assured of safe rescue following a training visit to the islands by two RNLI officers, which was financed by Lloyds.

John Caldwell, deputy training officer of the RNLI and Michael Brinton, deputy superintendent of

the Inshore Lifeboat Centre, Cowes, made the trip to Tortola, BVI last July to provide crew training support for VISAR, the Virgin Islands Search And Rescue Organisation.

VISAR is a non-profit making organisation, set up in 1989, which operates a fast 6.4m rigid inflatable lifeboat, similar to the RNLI's own Atlantic 21.

For this reason, RNLI training for crews of Atlantic 21 lifeboats was specially adapted for VISAR to include information on navigation, searching an area, helicopter exercises and general boat and engine maintenance.

Keen-eyed readers countrywide have put us in the picture as to the location of the photograph on page 56 of *THE LIFEBOAT*, Spring 1991.

It was taken in Portsmouth in the earlier years of the Twentieth Century. The Royal Standard still stands on the corner of Spring Street and Edinburgh Road and the Spirit Store is now the Park Tavern.



Mallaig coxswain Tommy Ralston, right, hands over the replica of the St John's Cross of Iona to David McKie of Tobermory lifeboat.

Medex success

Lifeboats from Poole, Swanage, Mudeford and Yarmouth, as well as HM Coastguard and helicopters from RNAS Portland, joined forces on Tuesday 9 July to take part in the annual 'MEDEX' medical exercise, designed to test participants to the limit.

The exercise, simulating a medical emergency, was staged in Poole Bay to test the reactions of local lifeboat crews in handling casualties in a complex scenario.

To make the exercise as realistic as possible, those involved in the operation were not told of the nature of the emergency, only that they would involve casualties and injuries.

During the exercise, the scenario was revealed. Crews rescued 'injured' survivors from four yachts and one spectator boat which were all experiencing serious difficulties in close proximity to one another.

Within minutes of the lifeboats reaching the scene, the exercise was complicated by a message that three climbers had 'fallen from cliffs' at Ballard Down near Swanage and needed urgent assistance.

Progress was closely monitored by members of the RNLI's medical and survival committee, made up of eminent doctors, surgeons and survival experts.

After the exercise, all involved declared themselves impressed with the way in which crews, Coastguard and helicopters managed the situation.

Cross returned to 'rightful owners'

The St John's Cross of Iona has been welcomed back to the Tobermory lifeboat after an absence of some 44 years.

At one time, the St John's Cross, presented to the Tobermory Watson class lifeboat *Sir Arthur Rose* in 1940 by the Reverend George MacLeod, later Lord MacLeod of Fuinary, was carried on all service launches.

But when the station closed in 1947 and *Sir Arthur Rose* was transferred to Mallaig, the cross went with her to be carried on board subsequent Mallaig lifeboats.

Now that the station at Tobermory has re-opened, the Mallaig crew under the leadership of coxswain Tommy Ralston felt it would be a fitting tribute to return the cross to its 'rightful owners'.

Interrupting her recent passage from the Clyde to her home port, the Mallaig lifeboat *Davina* and *Charles Matthews Hunter* called on Tobermory station. In a ceremony that took place on 26 May 1991, Mr Ralston handed over a replica of the cross to Tobermory coxswain David McKie, so that the St John's Cross of Iona will once more be carried aboard Tobermory lifeboats.

Lord MacLeod sadly passed away recently at the age of 94.



Cover reviewed

Following the recent allocation of new all-weather fast lifeboats to Moelfre (an 18-knot Tyne class) and Llandudno (a 17-knot Mersey class) offshore cover for the Beaumaris area is now amply provided by these flank stations.

As a result a review of lifeboat cover on the north Wales coast concluded that the station should continue to operate a 29-knot Atlantic 21 rigid inflatable but that the Watson class all-weather lifeboat should be withdrawn.

The lifeboat, which had answered an average of 2.6 calls a year since 1986, left Beaumaris in July and the all-weather lifeboat house and slipway will now be demolished in compliance with the lease held by the RNLI.

Due on station

A new 12m Mersey class lifeboat has been allocated to Aldeburgh, Suffolk. She is due on station in 1993.

The new carriage-launched lifeboat will have a speed of just over 16 knots, double the speed of *James Cable*, the 37ft Rother class lifeboat which she will replace and which is named after Aldeburgh's most famous coxswain who served for 30 years from 1888-1917.

Aldeburgh has been the home to 12 all-weather lifeboats, and since 1977 a D class inshore lifeboat has also been operated from the station. The lifeboats have launched a total of 494 times and saved 580 lives. In 1974, the station was awarded the RNLI's 150th Anniversary Vellum.

Designs on the future

The RNLI's technical department is looking to the future with a six-month trial of a sophisticated Computer Aided Design (CAD) system.

A decision whether to continue with CAD will be taken in November, but in the meantime two of the technical staff - from hull and machinery specialisations - have been trained to operate the equipment and are evaluating its usefulness to the RNLI.

The CAD system is being used for two-dimensional drafting and three-dimensional solid modelling and is capable of outputting the results to a large plotter.

If the trials are considered successful CAD could eventually be used for all drawings, including lines plans, hull fit-out, electrical and machinery installations.

Caister tragedy

It is with great regret that we report the death of Roland ('Bennie') Read of the Caister Volunteer Rescue Service, who died as a result of a tragic accident while alerting the crew of Caister's independent lifeboat on 1 September 1991.

He had joined the lifeboat crew in 1955 and was awarded the RNLI's Bronze medal for gallantry in 1963. When the Institution withdrew its lifeboat from Caister in 1969 Mr Read was prominent in establishing the Caister Volunteer Rescue Service and was appointed its coxswain in 1981. He later received the RNLI's Thanks on Vellum for his part in a service in 1986.

The RNLI and its Director were represented at the funeral on 10 September by staff officer Harry Teare, with Tim Harrison, the deputy divisional inspector of lifeboats for the region and members of all local lifeboat stations also attending.

Double take

Guernsey's lifeboat the *Sir William Arnold* has a double - except that it's just one eighth the size of the real thing.

After 1,500 hours and 18 months of patient and painstaking work in his spare time, modeller Neil Cohu proudly launched his scaled down version of the lifeboat alongside the real thing.

The miniature *Sir William*

Arnold is 6ft long, has a beam of 26in and is powered by two starter motors. She cost Mr Cohu more than £500 to construct, working from original measurements and photographs.

Throughout his project, however, he says he was given ample advice from the crew of the full-size boat, who naturally followed the project with keen interest.

A right royal treat

Some 40 lifeboatmen, station personnel and RNLI staff attended a royal garden party held on Thursday 11 July 1991 at Buckingham Palace in the presence of Her Majesty the Queen.

The honoured guests, accompanied by their wives and daughters, were chosen to attend the garden party in recognition of their long and devoted service to the lifeboats.

During the course of the afternoon, the RNLI contingent was introduced to HRH The Duke of Kent, who has been president of the Institution since 1969.

Amongst those in attendance at

the royal party were:

Derek Pegden (second coxswain and assistant mechanic, Ramsgate), Denis Brophy (former coxswain, Walmer), Martin Helmer (crew member, Southwold), Brian Green (coxswain mechanic, Pwllheli), John Frost (crew member, West Mersea), Donald Archer-Jones (second coxswain, Rhyll), Robert McMullan (coxswain, Portrush), Martin Woodward (deputy coxswain, Bembridge), William Richardson (coxswain, Dungeness) and Robin Sunley (assistant mechanic, Flamborough).

Mr Neil Cohu's scale model of the *Sir William Arnold* takes to the water alongside her full-size namesake. Photo Brian Green



Lobbying Pays Off

At the 24 June meeting of the EC Council of Finance Ministers (whose UK member is The Chancellor of the Exchequer, Mr Lamont), it was agreed that member states' existing arrangements for zero rating, including those currently applied for the benefit of charities, may be retained for a transitional period to December 1996.

Thus the RNLI's £3.5 million of zero rating benefit each year is safe for the time being. Nevertheless, it will be essential for the RNLI to keep a close watch

on developments, since there may be pressure from some EC countries for charity zero rating arrangements to be abolished after 1996.

There is no doubt that vigorous lobbying by UK charities helped stiffen the Government's resolve in the Brussels negotiations. The RNLI was at the forefront of the lobbying; Customs and Excise headquarters in London told Ewan Davidson, head of finance, that they had to draft over 1,000 replies for Ministers and MPs to send to RNLI supporters!

Lifeboat Services



LOUGH SWILLY BACKS-UP RIGID INFLATABLE



Bronze Medal

Photographers save fishermen in Gale

A rescue carried out by the crew of a rigid inflatable in Gale force conditions on 16 April 1991 has earned its two-man crew awards from the RNLI. The owner of the boat, Rick Tomlinson (a former crew member of Port St Mary lifeboat), has been awarded the Institution's Bronze medal and his crew Nick Keig (an experienced yachtsman and president of Peel lifeboat station) the Thanks of the Institution Inscribed on Vellum.

Peter Bradley, divisional inspector of lifeboats for Ireland, wrote in his official report on the service: 'Given the sea conditions, duration of service, proximity of casualty to shore and their limited search and rescue experience, Mr Tomlinson and Mr Keig displayed courage, skill and determination in reaching the casualty and in pursuing their objective until safe haven was reached.'

Publicity shots

The two men were out in the 17ft Delta class rigid inflatable *Vulture* taking publicity shots of Lough Swilly's D class inflatable when Malin Radio relayed a message to the lifeboat that a small fishing vessel, the 30ft *Ross Revenge*, had suffered machinery failure in severe weather at the entrance to the Lough.

The call was acknowledged by Lough Swilly lifeboat at 1115 and both boats set off in the direction of the reported casualty. The wind was Force 6 from the NE, gusting to Force 7-8 and creating 3ft to 4ft waves in the Lough.

The boats arrived at Dunree Head, marking the end of sheltered water, on the Lough's eastern side at 1130. Reaching the casualty's reported position on the other shore involved crossing the Lough's exposed entrance.

Radio contact

With the wind now Force 7 to 8 and with 15ft to 20ft seas running it was obvious that conditions were well outside the operational limits of the D class. She returned to the lee of the headland and the larger rigid inflatable carried on alone in constant radio contact with the station for local navigational advice and updates on the casualty's position, now established as inside the Swilly Beg rock.

The Swilly Beg rock is just off the western side of the Lough's entrance, and the whole area was a lee shore in Gale force winds and seas of over 15ft. *Ross Revenge* was inside the rock and just 20ft from the cliff face below Pollet Head as *Vulture* arrived at 1150. Stemming the seas *Vulture's* crew passed a tow line which was made fast by the two people aboard

Ross Revenge. With the tow secure *Vulture* took the weight on the line and, manoeuvring ahead of the casualty, pulled *Ross*



Lough Swilly
Ireland Division

Revenge clear of the rocks.

Turning south east, *Vulture* took the casualty slowly through the narrow passage between the Swilly Beg rock and another off-lying rock close to the shore. Once clear, the full force of the sea made it extremely difficult for her to hold a steady course with the Gale force winds and heavy seas now on the port quarter.

Doubling the length of the tow line to some 80ft eased the situation and *Vulture* and the towed casualty headed south towards Port Salan, some three miles away on the same shore but offering some shelter in the prevailing conditions. Once in port, where they arrived at 1145, the crew of *Ross Revenge* were able to restart their engine and bail her out within 30 minutes, enabling them to put to sea again – escorted by *Vulture*.

Escort

The Lough Swilly lifeboat had returned to the vicinity of her station on the eastern shore at Buncrana, but crossed again to meet *Ross Revenge* and *Vulture* off Macamish Point, some five miles south of Port Salan, escorting them to the safety of Rathmullen. The inshore lifeboat then crossed the Lough once more, transferring the survivors to the lifeboat station at Buncrana.

Lough Swilly D class lifeboat crew (Peter Barnett, Mark Barnett and Mark Porter) have been sent letters from the Director of the RNLI complimenting them on their determination and prudence in their part of the rescue.



Far left: *Ross Revenge* safe after her rescue by *Vulture* and the Lough Swilly crew.

Left: The rigid inflatable *Vulture*, which continued in seas of over 15ft and in Gale force conditions to rescue the fishing vessel in difficulty. Her crew have been awarded the RNLI's Bronze medal for their bravery.

CREWMAN SWIMS 30FT TO SAVE MAN OVERBOARD

Prompt action saves life of lone yachtsman

The rescue of a lone yachtsman from seas off Hastings has earned assistant mechanic David Curtis the Thanks of the RNLI Incribed on Vellum.

In his official report, deputy divisional inspector of lifeboats for the south east, Colin Williams, paid tribute to Curtis for his 'prompt action in entering the water and his endurance throughout the service'.

The service, lasting over three hours, began at 1608 on 9 March, when the 33ft ketch *Ngalawa* located near Hastings Pier with one person aboard, reported an engine fire. At 1620, with a SW Force 4 to 5 wind and a moderate to rough sea and swell, Hastings' Mersey class lifeboat *Sealink Endeavour* was launched with coxswain Fred White at the helm.

When the crew arrived at the casualty five minutes later, no crew or signs of fire were visible. As the lifeboat was manoeuvred



to the casualty's stern, however, a man was spotted in the sea, clinging to the painter of the yacht's tender and calling faintly for help. Due to the motion of the two vessels, coxswain White could not come in close to the man for fear of crushing him.

Volunteer

Assistant mechanic Curtis volunteered to swim 30ft with a line to the survivor, who was by now weak with hypothermia. As Curtis held him afloat they were both hauled back to the lifeboat.

To stop the abandoned ketch drifting onto the pier, coxswain White towed her clear before

landing the survivor. Curtis clambered aboard the yacht, attached a line and the casualty was towed away from danger.

While ambulance-men on the beach took over care of the survivor, Curtis remained aboard the casualty, keeping warm by changing into dry clothes he found in the yacht's cabin.

As the lifeboat returned to collect him, its port engine overheated and had to be shut down, forcing coxswain White to continue on one engine. The tow was recommenced using just the power of the starboard engine.

Ready for service

At 1835, Newhaven lifeboat took over the tow and running repairs made the Hastings lifeboat's port engine serviceable again. Following an examination by the



Hastings
South East Division

RNLI south east machinery examiner the lifeboat was declared ready for service again at 2110.

Thanks

For the calm manner in which he dealt with problems which arose during the service, coxswain Fred White is to be presented with a framed Letter of Thanks, signed by the RNLI Chairman.

For their part in the rescue, second coxswain Charles Sharrod, mechanic Steve Martin and crew members Michael Barrow, Christopher Cooper, Barry Maslen and John Martin are to receive Vellum service certificates.



Stranded!

Filey's D class inshore and all-weather lifeboats were called to the rescue of *Victoria and Michael*, a 25ft fishing vessel aground on rocks at Chimney Hole some two miles NW of the station on 9 August.

Carrying the relief Mersey Lifetime Care's mooring rope and two fisherman-type anchors, the D class approached the stranded vessel over the shallower water to attach a line.

With the all-weather boat waiting at the entrance to the channel, the vessel was refloated with the turn of the tide and subsequently escorted back to Filey.



Photo: Andrew Higgins, Yorkshire Regional Newspapers

EIGHT-HOUR SERVICE FOR TYNE

Passenger ferry loses steering in storm

Following an eight-hour night service to a passenger ferry in storm force winds and 35ft seas - said to be the worst conditions seen in the area for several years and causing the local harbour to be closed - coxswain Walter McPhee of Wick lifeboat has been awarded the Thanks of the RNLI Incribed on Vellum for his high standard of leadership and seamanship.

Second coxswain James Begg, mechanic John Martin, assistant mechanic Alexander Durrand and crew members Ian Cormack, Mark Cormack, William Simpson, Harry Hourston and Donald Rosie have been awarded Vellum service certificates.

At 0008 on Tuesday 5 March 1991 Wick's deputy launching authority was alerted that the P&O ferry *St Rognvald* with 19 people



Wick
Scotland
North Division

All in a day's work...

Eastbourne crew's first aid examination was interrupted on 1 August by an urgent message over the VHF radio from the Dutch yacht *Stresze*, requesting medical assistance some ten miles SE of Eastbourne.

The call to help Mr Anton Subbers of Eindhoven couldn't have come at a more convenient time as a paramedic training officer and a stand-in honorary medical adviser were both on hand.

The Rother class *Duke of Kent* was launched within six minutes of the call. At the casualty, medical staff were transferred to the yacht and diagnosed Mr Subbers as possibly having a perforated ulcer. Mr Subbers was transferred to the lifeboat by stretcher (see below) and, back on land, was taken to the district hospital for treatment. He was later released.

With the lifeboat back on service, the crew members went on to complete their exams.

Photo Terry Connolly



on board had suffered storm damage and was without compass or steering some two miles SE of Duncansby Head.

Full speed

At 0027, the Tyne class *Norman Salvason* launched from her slipway and proceeded on service at full speed with coxswain Walter McPhee at the helm.

The wind had been blowing from the east for several days and was now ESE Force 8-9. A confused, broken sea in Wick Bay averaged 18ft high. The sky was overcast with heavy rain squalls, reducing visibility to less than a mile.

The casualty was detected by radar at six miles range and the lifeboat was alongside by 0111. The ferry was rolling heavily, shipping heavy seas and spray. She was making about 12 knots but circling to port and the crew were mustered on the afterdeck. With the wind now at Force 10, the seas were some 35ft high.

Radio communication was severely limited as the ferry had only a portable VHF handset still serviceable.

At 0115 a rescue helicopter arrived to winch survivors off the ferry and the lifeboat stood by astern in case of accidents. However, by 0207 only four men had been lifted off *St Rogvald* because of the extreme conditions, and the helicopter had to return to Lossiemouth to collect new 'highlines', since those she was carrying had all been broken.

As the ferry drifted dangerously closer to the shore, coxswain McPhee advised the casualty to drop anchor.

Fortunately emergency steering was gained first and coxswain McPhee was able to guide the ferry away from land by issuing helm orders by radio.

With the arrival of another rescue helicopter at 0255, a further ten survivors were lifted off.

Assistance

Coxswain McPhee continued to assist the ferry to steer offshore until a relief master arrived and a new compass was rigged. With the assistance of the tug *Einer* which arrived shortly after 0600 the lifeboat escorted the ferry to

DECISIVE ACTION SAVES A LIFE

Man rescued by yacht's dinghy

The rescue of a non-swimmer from the River Axe at Weston-super-Mare has earned yachtsman Mr John Dark a Letter of Thanks from the RNLI's Director, who praised him on 'a highly commendable rescue', commenting that 'there is no doubt that your prompt and decisive actions saved a man's life'.

On Monday 8 April 1991 Mr Dark was aboard his yacht *Hot Pepper* on his mooring near Walbrough Sluice, with co-owners Mr and Mrs Banks, who are not experienced yachtsmen.

At approximately 1330 Mr Dark heard shouts and went on deck to see two persons floundering in the water downstream.

Mayday

Mr Dark told Mr Banks to broadcast a Mayday to summon help, while he rowed quickly towards the two people in distress in his 6ft pram dinghy, taking with him a lifebelt.

The first man, obviously a non-swimmer, was holding on to a buoy. Mr Dark handed him the lifebelt and went to look for the second person. He was unable to find any sign of him.

The man on the buoy, wearing a heavy combat-style jacket, shouted that he could not hold for much longer and requested immediate assistance. Mr Dark, realising it would be imprudent to recover the man into the pram dinghy from the water, hoisted him first onto a speedboat on an adjacent mooring and then into his dinghy.

As he returned the survivor to *Hot Pepper*, Mr Banks told Mr Dark no response had been received to his Mayday call, and it

Sinclair Bay, where she was anchored at 0730.

At 0817, the master decided that the lifeboat was no longer required. She was moored, refuelled and ready for service once more by 0920.

In his official report, Mr Les Vipond, divisional inspector of lifeboats for Scotland south, paid tribute to coxswain McPhee whose local knowledge 'was invaluable in guiding the casualty to a safe anchorage.'



transpired that Mr Banks had not activated the transmit button. The subsequent Mayday was received by Swansea Coastguard at 1346. Mr Dark dressed the survivor in his own trousers, shirt and sweater as he was shivering violently with cold and shock. In foul weather gear, Mr Dark resumed his search for the missing man, but again to no avail.

Update

Weston-super-Mare deputy launching authority, Terry Green, then appeared in his own dinghy and was updated on the situation. Mr Dark returned to *Hot Pepper* as he was getting tired.

Mr Green recovered the remains of the dinghy, and Weston's Atlantic 21 and D class arrived to search for the missing person, but no one was found.

At low water that evening Mr Dark returned to the scene and Police divers recovered the body of the survivor's son from the spot where he had last been seen. Neither of the men had been swimmers and neither wore any form of lifejacket.

Risk

Captain Hugh Fogarty, deputy divisional inspector, south west, said: 'To recover a man from the water in a 6ft pram dinghy is hazardous and had Mr Dark not thought the matter through, this service could well have ended with three drowned. However, he achieved his aim with the minimum, albeit not inconsiderable, risk to himself.'

Exercise becomes service to three

A training exercise became operational experience for the crew of the new relief Atlantic 21 at Cullercoats on 1 May 1991, earning the station a Letter of Thanks from the Director.

Cullercoats' relief Atlantic 21 lifeboat was on exercise in Whitley Bay one mile north of the station when Tyne Tees Coastguard contacted the crew to inform them a windsurfer was in difficulties near to the south side of Tyne harbour entrance.

The lifeboat had launched into a northerly Force 5 to 6 with sea conditions slight in the harbour, but with a 10ft swell at sea. The exercise was part of the working up of the new Atlantic 21.

At 1810, the lifeboat proceeded towards Tyne harbour at full speed, arriving at the casualty at 1815 to find the windsurfer clinging to his board. The wind was still northerly but gusting to Force 7 and the northerly swell was entering the harbour.

With determination and quick handling of throttles and steering wheel, the helmsman positioned the lifeboat between the pier and the windsurfer. On the first attempt the two crewmen hauled him in over the port side.



A 14ft aluminium 'rescue boat', with a Seagull outboard and paddle, had apparently attempted help. Instead, she had been washed up an oblique wall and capsized. Her two crew were trying to restart the outboard.

The lifeboat quickly came alongside the rescue boat and towed the craft and occupants to the north side of the harbour and all three survivors were landed safely. The lifeboat returned to recover the board and sail.

This service was carried out in daylight in difficult conditions with a northerly sea and one hour after spring ebb.

Norwegian coaster towed off reef by Mallaig lifeboat

On 16 April 1991, coxswain Tommy Ralston of Mallaig lifeboat station sighted from his house the Norwegian coaster *Sonnodd* heading for the reef to the north of Mallaig lighthouse.

Before the vessel struck he requested the Coastguard to page the crew, realising that with a falling tide there was very little time to spare.

Aboard Mallaig's relief lifeboat *Duchess of Kent*, coxswain Ralston realised that the coaster was fast about half way along the keel. Knowing where deep water was, he towed the vessel in that direction at an

angle of 90 degrees to the boat's heading, thus giving greater leverage. The coaster was eventually towed off the reef and escorted into Mallaig Harbour.

But for the speedy action of the coxswain and crew the coaster would have lain over at low tide and because of the rock formation it is unlikely she would have righted herself.

Captain Murray, the harbour master, stated that the coxswain's good seamanship undoubtedly saved the vessel.

The service was noted with a Letter of Thanks from the chief of operations.

The Norwegian coaster *Sonnodd* is escorted back into Mallaig Harbour by the station lifeboat *Duchess of Kent*.

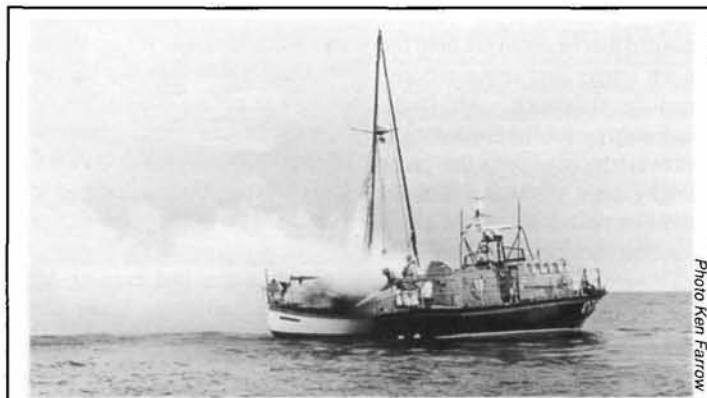


Photo Ken Farrow

Life in the old girl yet!

The *Robert*, Beaumaris Watson class lifeboat bid a fine farewell during her passage back to the RNLI's Poole depot following her withdrawal from service in July.

She was called into service twice en route - firstly on 10 July to 40 miles south of The Lizard to tow *FV Brigg* to Falmouth.

Then, approaching Poole on 12 July, she was diverted to tow the motor cruiser *Linear II* to Poole Quay.

Fire at sea

'Very competently handled,' was the verdict of Portpatrick's honorary secretary after his crew put out a blaze aboard the yacht *Roimbahn*, with three men and two dogs aboard, on 24 August.

The survivors were all transferred to the relief lifeboat from the tanker *Glenfyne* which had picked them up from their liferaft after they had abandoned the yacht.

The fire was doused and the yacht towed safely to Portpatrick.

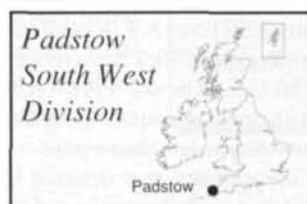
Four saved from grounded crabber

In a letter from the chief of operations, Padstow lifeboat crew has been praised for a service which 'was carried out in dangerous conditions' and which 'called upon each of the crew's individual skills as lifeboatmen'.

At 0110 on 10 July 1991 Falmouth Coastguard requested the launch of Padstow lifeboat to aid the Weymouth crabber *Kael Coz* which had gone aground under cliffs at Rumps Point. Fifty feet either way and she would have ripped her bottom out on the underwater rocks.

As it was, she was hard and fast, broadside on and rolling heavily with the Atlantic swell.

The lifeboat had one option - to go straight in and out again. It was a dangerous manoeuvre, not least because of the heavy swell at the base of the cliffs and the rolling of the casualty, later abandoned as a total wreck.



The coxswain successfully achieved his aim after four attempts. The four crew jumped aboard the lifeboat, but one of them had his finger tip crushed as he did so. The lifeboat crew had recently updated their first aid skills and were able to treat the survivor's injury.

After arriving safely at Padstow Harbour, an ambulance took the injured man to hospital.

RNLI's busiest weekend of the year

The final weekend in August was the busiest one so far in 1991 for RNLI lifeboats.

At the time of going to press reports had been received of 127 launches between Friday and Sunday, from every one of the Institution's seven operational divisions.

There were 47 launches on Friday, 30 August; 46 on the Saturday and 34 on the Sunday.

Reported incidents included a yacht towed in by Torbay lifeboat, a search by Walmer and Dover lifeboats for a man overboard from a cross-Channel ferry, a search by Port Isaac lifeboat for an angler who slipped off a rock, a launch by Barrow lifeboat to three people aboard a pleasure boat with engine failure and a search by Mallaig lifeboat for a diver who had failed to surface.

It's a dog's life...

...for Molly

When the crew of Walmer's D class inflatable lifeboat received a report from Dover Coastguard that a dog had fallen some 150ft over a cliff about three miles from the station they could have been forgiven for fearing the worse.

However, when they reached the scene they found the dog alive and on a ledge just 6ft above the water. Despite a heavy swell crew member Derek Brown was landed with some difficulty.



A bedraggled but unharmed Molly in the arms of Walmer crew member Derek Brown – and showing a new use for a lifeline!



Moelfre's Tyne class lifeboat *Robert and Violet* was called out to the 27ft yacht *Moulin Rouge* on 12 July 1991. The yacht was in difficulties seven miles NE of Moelfre Island in rough seas and a SSW wind of Force 7 to 8.

The Tyne towed her some eight miles to safety, in conditions which can well be gauged from the photograph taken by the lifeboat crew.



Amazingly he discovered the dog, a crossbreed by the name of Molly, to be completely unharmed by her fall.

However a nasty sea breaking against the cliff at high water spring tide presented problems in getting her aboard the lifeboat, which had been forced to lie-off.

Nothing daunted Derek tucked Molly firmly under his left arm and struck out for the inflatable, swimming the short distance until they could both be hauled aboard the lifeboat.

On returning to the station a distinctly wet and bedraggled Molly was re-united with her very relieved and grateful lady owner who had been taken there in a Coastguard Land-Rover.

... and for Brandy

The crew of Swanage lifeboat were involved in a similar doggy episode shortly after Walmer's rescue, fortunately with the same happy result.

Brandy, a two-year-old collie on holiday in the area with his owners, had been too busy chasing rabbits to notice a 100ft cliff at Anvil Point one evening and had plunged out of sight. He could not be seen, but after about 15 minutes his plaintive yaps could be heard from the base of the cliff.

Conditions were too rough the next day to rescue Brandy, but he was located and thrown open tins of corned beef. Finally, on the following day, conditions moderated enough to allow Brandy to be plucked from his precarious perch completely unscathed after his two-day ordeal at the base of the cliff.

Owner Ted Bradley said after Brandy was safe: 'I am amazed at all the trouble they went to for a dog. If it was a human in the same position they couldn't have done more.'

In Conference

Every four years the lifeboat nations of the world gather at a different venue to share and exchange information and technical expertise.

The 16th Conference was held in early June 1991 at Oslo.

Edward Wake-Walker, the Institution's Public Relations Officer, reports on the event and the topics on the agenda.

Picture a Norwegian fjord on a summer's evening, the light reluctant to fade in the northern latitudes of Oslo and a low sun glimmering occasionally through clouds which hang above the hills beyond the water's edge. Making steady progress along the fjord is a fine, white, three-masted sailing ship, her decks ringing with the sound of convivial conversation and in her wake a neat procession of smaller craft of every shape and colour. This is the sixteenth International Lifeboat Conference afloat.

Aboard the sailing ship, *Christian Radich*, are delegates from the 25 countries represented at the conference and in two lines astern are some 17 lifeboats currently in use in different parts of Europe. Soon these boats will break from their formation, one after the other, and in a burst of speed move past the onlookers lining the rails of the *Christian Radich*. It is an impressive sight.

Every four years member countries of the International Lifeboat Federation come together for a week to compare notes, to share ideas in design, technology and lifesaving methods and to renew important friendships. It is a week which with every conference becomes more crowded with presentations and discussions as the choice of boat design and building material diversifies and as equipment increases in sophistication.

The Mersey class *Marine Engineer* (foreground) and the aluminium Norwegian Norboat class pass the delegates aboard the sailing ship *Christian Radich*.



Lifeboats from some of the participating nations rafted up in the Oslo fjord. The RNLI's Arun class *Duke of Atholl* is second from the left, and on the extreme right is one of the classic Norwegian Colin Archer-designed sailing lifeboats – one of several visiting the conference although long since retired as active lifeboats.

One of the most intriguing philosophical differences in the approach to lifeboat design still lies in the debate on allowing for the threat of capsizing. The RNLI's latest FAB 3 and FAB 4 prototype designs which were fully explained at the conference incorporate the self-righting capabilities common to all current RNLI all-weather lifeboats. These include a water-tight wheelhouse with specially reinforced windows and capsizing valves.

The Norwegians, as the RNLI, build lifeboats which would be extremely difficult to turn over, but they view a total capsizing so unlikely that the design features incorporated by the RNLI are considered unnecessary.

Preferred building materials also differ from one country to another. The Norwegians have experienced some stress failure in the core material of their GRP sandwich hulls on their newer boats and have now switched to aluminium for their 19.6m (64ft) Skomvaer and 15m (49ft) Norboat class lifeboats. It is not a similar story elsewhere, however, as the success of the GRP Arun over the past 15 years has encouraged the RNLI to forge ahead with even lighter and stronger fibre-reinforced composite materials in the Mersey class and the FAB 3 and FAB 4 prototypes.



Left. The Dutch have developed a 10.6m rigid inflatable which has been in service since October 1990. The Valentijn class is jet powered and steered by 'buckets' over the outlets. She has been designed specifically for the shallow waters around the Dutch coast. A special hydraulic launching carriage has been developed which lifts the lifeboat into the correct position for launching.

Below (top and centre pictures). Germany operates a 'daughter boat' system with its large lifeboats. The mother ship is pictured, top, with her daughter boat, *Onkel Willi*, stowed aft and ready for launching from a ramp at the stern. *Onkel Willi* is pictured, centre, after launching from the parent vessel.

Below, bottom picture. The fastest lifeboat at the conference was the Dutch rigid inflatable Johannes Frederic class. This 14.4m (47ft) rigid inflatable with an aluminium hull is capable of 36 knots, almost the fastest lifeboat at the conference.

Delegates were particularly interested in samples of the materials used in these lifeboats when they were passed round the conference hall. Later, on the Oslofjord, they were able to board both a GRP Arun in the guise of the visiting relief fleet *The Duke of Atholl*, and the FRC relief Mersey class *Marine Engineer* to get a feel for them in action.

The French are also strong advocates of composite construction lifeboats to achieve strength, low weight and lower costs. They presented a paper on successful tests they had been carrying out on a GRP sandwich structure using Coretex as the core. They have an ambitious modernisation programme of their fleet underway at the moment and all their new boats, ranging from their 17.6m (58ft) all-weather lifeboat to their 8.9m (29ft) *vedette de deuxième classe* are built of GRP.

Sweden and Denmark also have a use for GRP, the Swedes in their new 14.5m (48ft), 22 knot lifeboat *Erik Collin*, another visitor to the conference. She is not self-righting and not all-weather but with her good towing capabilities and speed she is considered ideally suited for the comparatively sheltered Swedish waters and the sailing mad Swedes. In a population of 8 million people there are 1.2 million boats. Towing casualties to safety is a major concern for the Swedes who remarked that many pleasure craft were poorly equipped with towing bollards forward.

One of the most intriguing philosophical differences in the approach to lifeboat design still lies in allowing for the threat of capsize

Denmark is developing a 15m (49ft) vessel which will double as a rescue and pilot boat and which will be capable of 40 knots. Kevlar and glass will be used to reinforce her composite hull and she will be propelled by twin 680hp diesel powered water jets. She would make an exciting sight at the next conference in Uruguay in 1995. In fact, her country's representative in Oslo, the steel hulled, 23.3m (76ft) rescue and pilot boat *Laurits Villiam Dam* drew admiring comments from many delegates for her elegant lines.

Still addressing the composite-versus-aluminium debate, Germany concluded in a paper comparing the two materials that neither showed significant advantage over the other,



In Conference

Continued

either in performance or cost. They have therefore decided to stay with aluminium when ordering 15 new 8m (26ft) 18-knot lifeboats, their latest requirement to cope with the burgeoning pleasure boat activity.

The German Lifeboat Institution has, incidentally, an extensive new boat building commitment on its hands with its recent inheritance of 11 lifeboat stations from what was East Germany.

The United States Coast Guard would admit to an element of 'better the Devil you know' philosophy when choosing aluminium for their new 47ft (14.3m) motor lifeboat prototype which they portrayed at the conference. (Unfortunately, the Gulf War aftermath had stymied their plans to transport the actual boat to Oslo.) Their naval architect generously acknowledged that this new boat had been developed with the help of useful consultation with European counterparts, including the RNLI. The new lifeboat, designed to replace their ageing fleet of 44ft (13.4m) cutters (from which the RNLI Waveney class was derived), is self-righting and capable of 27 knots.

Finland also had a new aluminium 16.25m (53ft) lifeboat to present to the conference. Her comparatively shallow 0.8m (2ft 7in) draught and low superstructure are examples of designing a lifeboat to fit local conditions. Often called upon to operate in the shallows of the Finnish coast and archipelago, she must have as little as possible below the water and above, as winter icing on her upperworks could threaten her stability. Ice is also considered the enemy of the GRP hull, its abrasion resistance not being as high as some other materials. Solid and broken ice in the sea is abrasive and any water absorbed by the material will cause further damage if it freezes. Hence the aluminium hull of this boat whose water-jet propulsion produces a speed of 25 knots.

The fastest lifeboats to visit Oslo came from Holland and Belgium. The Dutch sent their two latest rigid inflatable lifeboats, both evolved from the original experimental Medina design of the RNLI. The larger 14.4m (47ft) Johannes Frederik type is capable of 36 knots, and the 10.6m (35ft) Valentijn type, 32 knots. They both have aluminium hulls powered by twin water-jets, and their sea-

The assembled lifeboats steam in line astern up the Oslofjord, framed by the rigging of *Christian Radich* carrying conference delegates.



keeping ability was shown to advantage in a film taken from an oil-rig during a gale. They were seen to accelerate away from large following seas which would have threatened a slower boat of the same size.

The Dutch, who appear to be the only country other than the UK to launch all-weather lifeboats from a beach, have also developed a new type of launching carriage for the Valentijn type rigid inflatable. The unit is designed hydraulically to lift the lifeboat clear of the breaking surf until she is in the optimum position for launching. The Belgian lifeboat, also a rigid inflatable, is capable of nearly 40 knots and on her way to the conference, supposedly in company with the other visiting boats, often appeared only as a speck on the horizon ahead of the rest of the convoy.

Various items of lifeboat equipment produced useful discussion at the conference. Delegates were interested to see the latest RNLI protective clothing (ably modelled by the Institution's Chief Technical Officer), and were also brought up to date on work to perfect a lifejacket for RNLI crews which is less cumbersome than the current one yet as effective a life-saver.

The Norwegians were using night-vision binoculars and goggles to good effect for searching, and the Dutch had developed a special platform which can be lowered over the transom of their new lifeboats

Voluntary funding is still an effective method of running a lifeboat service in spite of growing technological sophistication

to help recover people in the water.

The flashing blue light used to denote an emergency vehicle also caused some interesting discussion. RNLI lifeboats use a blue light, but the governments of some other ILF member countries do not recognise a rescue boat as a legitimate user. The conference felt that it would like to see the blue light more universally accepted, and also discussed other potential international markings to identify a lifeboat.

The topic of crew training was never far from the discussion and the RNLI, the Swedish Sea Rescue Institution and the US Coast Guard all presented papers on aspects of the subject.

Holland had a story to tell of the merger between the North and South Holland Societies, and Germany too had a unification tale to relate.

Canada presented a paper on some of the problems faced by their Coast Guard in providing search and rescue in the remote unpopulated areas of the north, while Sweden explained their dependence on volunteers.

One message that came through the conference loud and clear was that voluntary funding and volunteering in general were still effective methods of running lifeboat services in

spite of growing sophistication in technology. Public appreciation of such services is of course essential if they are to receive the support they require, and the RNLI raised at the conference some of the best ways of achieving recognition in the media.

And talking of publicity, the four-yearly International Lifeboat Conferences often fail to attract the media coverage they deserve. Totally apolitical, they bring together people from as far afield as China, Poland and Uruguay to share their experience on the common subject of saving life at sea. The Oslo conference, which fortuitously coincided with the Norwegian Sea Rescue Society's 100th anniversary celebrations, was in itself an embodiment and celebration of humanitarian attitudes throughout the world.

Naming Ceremonies

New lifeboats named and dedicated

St Ives – Mersey class

The Princess Royal (Civil Service No. 41)

The importance of the naming ceremony for St Ives' Mersey class lifeboat *The Princess Royal (Civil Service No 41)* was recognised by the weather, which slipped in a warm, bright and occasionally sunny morning following the previous day's heavy rain and an afternoon of steady drizzle once the proceedings were safely over.

The presence of *The Princess Royal* herself to name the lifeboat drew big crowds to the quayside in the picturesque Cornish town, bringing normal activities to a standstill.

The chairman of the St Ives station branch, John Chalcroft, opened the proceedings on the decorated West Pier and introduced Sir Angus Fraser, who represented CISPOTEL (the Civil Service, Post Office and British Telecom Lifeboat Fund) which had funded the lifeboat – the 41st in its 125-year history.

Sir Angus handed over the new lifeboat to the RNLI, which was represented on this occasion by Chairman Michael Vernon, who in turn handed her into the care of Captain Philip Moran. Captain Moran, the honorary secretary of the station, accepted the lifeboat on its behalf.

A service of dedication followed, conducted by Methodist Minister Pastor Harold Stevens.

At the close of the service John Chalcroft took the microphone once again to invite *The Princess Royal* to name the lifeboat which carries her name.

Ballyglass - Arun class *Mabel Williams*

An Arun class lifeboat was named on 4 May 1991 at Ballyglass Pier, County Mayo, the first new offshore lifeboat station to be opened on the west coast of Ireland since 1927.

Mrs Mary Robinson, President of Ireland, named the new lifeboat *Mabel Williams*. The service of dedication and blessing was con-

ducted by the Most Reverend Thomas Finnegan, Bishop of Killala and the Right Reverend John Neill, Bishop of Tuam, Killala and Achonry.

ducting by the Most Reverend Thomas Finnegan, Bishop of Killala and the Right Reverend John Neill, Bishop of Tuam, Killala and Achonry.

Handing over the new 52ft lifeboat to the Ballyglass branch, the chairman of the RNLI, Michael Vernon, said the ceremony was the culmination of several years' intensive study by the Institution.

'Having established the necessity for a lifeboat station on the Mayo coast which would in effect close the gap between Galway Bay and Arranmore lifeboat stations, the next step was to find the best location. After much consideration Ballyglass was deemed the most suitable, giving the lifeboat immediate access to the main area of operation while ensuring safe and sheltered mooring at all times'.

The director of the RNLI, Lt Cdr Brian Miles, and chief of



It's smiles all round as *The Princess Royal* meets the St Ives lifeboat crew. (Photo *The St Ives Times & Echo*)

CISPOTEL has published a booklet celebrating its 125th anniversary this year, and giving a history of the fund and the lifeboats it has provided.

Portree - Waveney class

Ralph and Joy Swann

Ralph and Joy Swann, a 44ft Waveney class lifeboat built in 1976 was re-dedicated for service in an informal ceremony at Portree Harbour on 21 June 1991.

Proceedings were led by Captain Darby George, chairman of Portree Station branch. Mr Andrew Cubie, vice chairman of the executive committee of the Scottish Lifeboat Council, handed the lifeboat into the station's care. The service of re-dedication was led by the Reverend William Campbell of Portree Free Church, the Reverend Mark Wathen of St Columba's Church, Portree and the Reverend John Ferguson of Portree Parish Church.

Formerly stationed at Ramsgate, Kent, *Ralph and Joy Swann* now serves in the relief fleet. Throughout her life, she has been launched 303 times, saving 199 lives.

operations, Cdre George Cooper travelled from Poole to attend.

Paddy Leech, honorary secretary of Ballyglass branch, accepted the lifeboat and Michael Lavelle, chairman of the fund raising committee proposed the vote of thanks.

Mrs Robinson praised the voluntary nature of work done by lifeboat crews around our coasts and said how very pleased she was to be naming a brand new lifeboat in her native County Mayo.

Many of the large gathering then attended a reception at the Palm Court ballroom, kindly prepared by the Ladies' guild.



Naming Ceremonies

Pwllheli - Mersey class *Lilly and Vincent Anthony*

Pwllheli's new 12m Mersey class lifeboat was named in a special ceremony on Saturday 18 May 1991 at the lifeboat house in Pwllheli's Outer Harbour. A bequest by Miss Amy Anthony of Colwyn Bay, who died in January 1988 aged 92, funded *Lilly and Vincent Anthony*, the £455,000 lifeboat which assumed its duties at Pwllheli on 25 January.

Following a welcome by Lt Col Thomas, Mr Jeffrey Mankertz, inspector of lifeboats for the RNLI's Western Division, described the capabilities of the lifeboat. Mr T. Cecil Roberts, representing Barclays Bank Trust Company Ltd, administrators of the late Miss Anthony's estate, then handed care of the lifeboat to The Lord Stanley of Alderley, who accepted her on behalf of the RNLI. He in turn presented the boat to Mr Dafydd Williams, honorary secretary for the Pwllheli station branch. A vote of thanks was proposed by Miss Irene Davies, president of the South Caernarfonshire Ladies' Lifeboat Guild.

The Right Reverend J. Cleadan Mears, Bishop of Bangor, conducted the service of dedication assisted by Reverend R.F. Donaldson, vicar of St Peter's, Reverend M.L. Davies, Minister of Salem, Reverend A.M. Roberts, Minister of Penmount and Reverend G. Williams, Minister of Seion.

Lilly and Vincent Anthony was named by Mrs Eileen Lord, a close friend of Miss Anthony, in memory of Miss Anthony's cotton merchant father and his wife. The new boat replaces the Oakley class *The Royal Thames*, which had previously served at the station since 1979 and which is now continuing her service at Clogher Head.

Pwllheli station was further honoured by the presentation of a vellum to commemorate the centenary of the station's foundation on 11 April. The vellum, signed by the RNLI's president, HRH The Duke of Kent, chairman Michael Vernon and director Lt Cdr Brian Miles, was presented to Lt Col Richard Thomas, chairman of the Pwllheli branch by the Right Honourable The Lord Stanley of



Relief Fleet - Mersey class *Marine Engineer*

An air of cheerful expectancy surrounded the Docklands Sailing Centre, Isle of Dogs, on 25 April 1991 for the visit of HRH The Duchess of Kent to name the relief Mersey class lifeboat *Marine Engineer*. The morning dawned bright enough, but blustery winds and clouds masking the sun brought a distinct chill to this special day.

As guests arrived, the scene became more colourful. It was something of a nostalgic return to Docklands for the RNLI - between 1882 and 1939 the Institution's storeyard and depot operated at Limehouse Cut, Poplar and many lifeboats were constructed at East End boatyards in the 19th and early 20th century. For the Institute of Marine Engineers, who

had launched a lifeboat appeal in commemoration of their centenary year, it was also a return to roots, for it was founded in East London in 1889.

Following the initial introductions, the Duchess of Kent and platform party took their places. Lt Cdr Brian Miles thanked all those who had contributed to the appeal, for it was they who had made the day possible. President of the Institute of Marine Engineers, Rear Admiral Michael Vallis, paid tribute to Institute members who had responded from around the world. Mr Michael Vernon, RNLI chairman, formally accepted the lifeboat on behalf of the Institution. The service of dedication was conducted by the Right Reverend

Alderley, a member of the RNLI's committee of management and chairman of the fund raising committee.

The construction of Pwllheli's station was recorded in *THE LIFEBOAT* of August 1891. It read: 'a new and commodious boathouse has been erected (at Pwllheli) for the reception of the lifeboat, its transporting carriage and gear, from the designs of the Engineer and Architect of the Institution, Mr W.T. Douglass' at a cost of £480. The ten lifeboats that have been on permanent station at Pwllheli during the last 100 years have been launched on service almost 400 times, saving more than 200 lives. The *Lilly and Vincent Anthony* is now charged with maintaining this unblemished record.

The Mersey class *Lilly and Vincent Anthony* is officially named at Pwllheli, which celebrates its centenary year.
(Photo Jeff Morris)

Shoreham - Tyne class *Hermione Lady Colwyn*

Shoreham's 47ft Tyne class lifeboat gleamed and the area alongside the station was transformed by smart white chairs and a dais planted with flowers as over 600 people gathered for the naming ceremony of *RNLB Hermione Lady Colwyn* on 29 May 1991. Princess Alexandra, in her cream and yellow outfit and smiling happily, provided the sunshine on this cold and overcast morning.

Caroline Lettres, daughter of crew member Gerald Lettres, presented a posy to the Princess, helped by Michelle and Samantha, daughters of crew members Mike Fox and Barry Gathen.

After the national anthem, John Harrison, chairman of both the Shoreham Harbour branch and the appeal committee, opened proceedings and officially handed over the lifeboat to the RNLI. Michael Vernon, chairman of the RNLI, accepted the lifeboat on behalf of the Institution and



Left: HRH The Duchess of Kent looks on as *Marine Engineer* is named in Docklands to three rousing cheers. (Photo Express Photo Services)

John Klyberg, Bishop of Fulham, with music by a Salvation Army band.

Dressed in a rose pink suit, the Duchess of Kent spoke about her respect and affection for the RNLI, an affinity which had grown since girlhood visits to Yorkshire lifeboat stations.

She paid tribute to the fund raisers, to the designers whose technical skills had produced such an excellent lifeboat and to the bravery and seamanship of the crews, 'a byword all over the world and a source of deep pride to us all.' With this glowing acclamation the Duchess pushed the lever to cause the fore-deck to be awash with champagne, to name the lifeboat *Marine Engineer*.

After three rousing cheers, the Duchess was conducted on board for a trip afloat and for the newer residents of the Isle of Dogs to see that lifeboats were back in Docklands.

HRH The Duchess of Kent meets children from the Docklands Sailing Centre. (Photo Tower Hamlets)



in turn delivered her into the care of James Partridge, honorary secretary for Shoreham Harbour station.

A service of dedication was led by Reverend Martin Sheppard, vicar of St Mary de Haura, New Shoreham, Reverend Stuart Kerley, rector of St Julians, Kingston Buci and Reverend Graham Carey, Port of Shoreham chaplain. John Harrison then invited the Princess to name the lifeboat.

Princess Alexandra said how pleased she was to be at Shoreham to name a second lifeboat. Her mother, Princess Marina (who was RNLI president from 1943 until her death in 1968) also named a lifeboat at Shoreham and her father, Prince George, had officiated at a similar ceremony in 1933. She paid tribute to the lifeboat crew and their families, to the voluntary workers and to all the people who had contributed to the local appeal to fund the new lifeboat.

Breaking a bottle of champagne over the bow of the lifeboat, Princess Alexandra named her *Hermione Lady Colwyn*. She then took a short trip in the lifeboat with coxswain John Landale at the helm before meeting families, officials and supporters at the Sussex Yacht Club.

HRH Princess Alexandra boards Shoreham's *Hermione Lady Colwyn*. (Photo Jeff Morris)

Relief Fleet - D class

Bacchus

Corks were well and truly popping as the appropriately named *Bacchus*, a D class lifeboat funded by the Sunday Times Wine Club, took up her role in the RNLI's relief fleet after a ceremony at the Horticultural Halls in Westminster, London.

The ceremony, opened by Mr Hugh Johnson, president of the Sunday Times Wine Club, took place at the Annual London Vintage Festival on the evening of 19 April.

A service of dedication was conducted by The Reverend Roger Holloway, priest vicar at St Margaret's Church, Westminster Abbey, and Mrs Jillian Cole, secretary of the Sunday Times Wine Club named the lifeboat.

Bacchus was funded by donations from the 60,000 members of the club, established in October 1973 by wine merchant Tony Laithwaite, former editor of the Sunday Times Harry Evans, and Hugh Johnson, Sunday Times travel and wine writer of that time.

The club adopted the RNLI as its chosen charity after the tragic loss of the brigantine *Marques* and her crew, which had been chartered by wine club members.

Pride of West Kingsdown

Mr Richard Crust, manager of the Portobello Inn and member of the RNLI's West Kingsdown branch, presented a new D class lifeboat to Mr Colin Williams, deputy divisional inspector of lifeboats for the South East at the Portobello Inn, West Kingsdown, Kent on Saturday 13 July 1991.

The manager, staff and customers of the inn had collected donations and organised special events - including a sponsored motorcycle tour round lifeboat stations - over two years to raise the £10,000 for the new lifeboat. They were aided in their fund raising efforts by the RNLI's West Kingsdown branch.

Mr John Glover, chairman of the West Kingsdown branch, welcomed those in at-

tendance to the ceremony, and The Reverend Brian Godfrey, rector of the St Edmund King and Martyr church, West Kingsdown, conducted a short service of dedication.

The new lifeboat was christened *Pride of West Kingsdown* by Mrs Anne Roud, honorary secretary of the local branch. Mrs Roud also unveiled the donor's commemorative plaque which will be displayed at RNLI headquarters in Poole, Dorset. Mr John Glover proposed a vote of thanks.

Pride of West Kingsdown will now assume her role in the RNLI's relief fleet, serving at locations throughout the British Isles.

Billy Mills and George Ralph

Following a tuneful two-year appeal which raised a total of £10,000, the members of Forest Row Lifeboat Choir were the proud witnesses at the naming and dedication ceremony of the 16ft (4.95m) D class lifeboat *Billy Mills and George Ralph* at Weirwood Sailing Club on the evening of 11 July 1991.

The choir, which has been together for over 40 years, sang their way to successful fund raising by performing at local functions and locations, including Christmas shopping evenings in East Grinstead.

During the appeal, they were offered a great deal of support by the RNLI's local Forest Row branch.

A welcome by Mr Leonard Groom, himself a member of the choir, was followed by the official presentation of the lifeboat by Mrs Myfanwy Townsend, the choir's conductor, to Mr Colin Williams, deputy divisional inspector of lifeboats for the South East, who accepted it on behalf of the RNLI. Mr David Sweet, local Methodist preacher, performed the service of dedication.

The lifeboat, which has now taken its place in the RNLI's relief fleet, was named by Mrs Joan Ralph in honour of her husband George, the late conductor of the choir, and in memory of the late founder of the choir, Billy Mills.



Naming Ceremonies

Llandudno - Mersey class *Andy Pearce*

'Overcast, some light showers, cool.' That was the BBC weather forecast for 18 June 1991.

After hours of steady downpour, the rain eased to make the naming ceremony of Llandudno's new Mersey class lifeboat *Andy Pearce* a little more comfortable for the hundreds of spectators who had steadfastly braved the elements.

Suitably clad in a white mackintosh. Her Royal Highness the Duchess of Kent received a special souvenir programme from coxswain's son Gareth Davies and a posy from Jodie Frost, daughter of the head launcher before taking shelter on the podium.

The lifeboat was largely funded from the estate of the late Andy Pearce. In a short speech his mother, Mrs Diana Pearce, said, 'Andy was always there when he was needed and we are proud to think this lifeboat that bears his name will also be on hand whenever someone needs help at sea.'

In accepting the new boat, station honorary secretary Ted Yates recalled Llandudno's proud lifeboat tradition stretching back 130



Coxswain Meurig Davies makes the final checks before Llandudno's *Andy Pearce* is launched with The Duchess of Kent on board. (Photo Jeff Morris)

years and paid tribute to all who had served in the crew for their timeless and priceless skill, loyalty and heroism. The Duchess of Kent expressed her sincere pleasure and satisfaction at being asked, once again, to carry out the naming of a lifeboat. She praised the 'all-weather crew' at Llandudno who, in their new all-weather lifeboat, give their services freely out of conviction and devotion to duty. With a champagne-drenching crack, *Andy Pearce* was named in time-honoured fashion.

Donning a lifeboatman's yellow jacket, the Duchess joined the crew under the command of coxswain Meurig Davies for a demonstration of the lifeboat's capabilities, taking the helm herself for part of the trip. On her return, the Duchess ignored the car waiting to take her to the official St George's Hotel reception and walked instead, stopping to chat with onlookers waiting patiently to see her. The rain had not mattered at all.

Atlantic 21 class

Relief - Clothworker

The Inshore Lifeboat Centre, Cowes was the setting for the naming of Atlantic 21 lifeboat *Clothworker* on 3 July 1991.

It was The Clothworkers' Foundation's most recent donation in a tradition of regular subscriptions to the RNLI stretching back over 100 years.

Lt Col George Howell, chairman of the Clothworkers' Foundation, handed the lifeboat into the care of the Institution, represented by Mr Anthony Oliver, deputy head of fund raising and marketing for the RNLI.

A service of dedication was led by the Reverend Stuart Cleaver, priest in charge Whippingham and East Cowes, and Mr Christopher Rawson, a governor of The Clothworkers' Foundation christened the new relief boat.

Kirkcudbright -

Peter and Grace Ewing

The legacy of Mrs Jan Paton, Scottish district organising secretary (1946-1958), funded Kirkcudbright's new Atlantic 21 lifeboat, formally named *Peter and Grace Ewing* in memory of Mrs Paton's parents, on 27 July 1991.

The lifeboat was handed over to assistant chief constable Archibald MacKenzie, representing the RNLI, by Mrs Paton's nephew, Mr James White. Mr Alex Strachan accepted the boat for the station, and the service of dedication was led by the Reverend Stewart Wilson, with Father Farrington and Canon Broun. The new lifeboat was named by Lady McGrigor, whose husband Sir Charles has recently retired as convener of the Scottish Lifeboat Council. The ceremony was chaired by Sir Nigel Henderson, chairman of Kirkcudbright RNLI station branch.

Bangor - Atlantic 21 *Youth Of Ulster*

If it had tried it could not have rained any heavier or at a more inconvenient time on Saturday 22 June at the harbour in Bangor. Everyone who was anyone in lifeboat circles in Northern Ireland (and elsewhere) had gathered for the naming of Bangor's new Atlantic 21 *Youth of Ulster* - but by whom?

There had been a lot of nudge, nudge, wink, wink during the week as to who the chief guest was going to be. Excitement mounted when it was disclosed it would be HRH The Prince Edward, in the Province on a one-day visit. Secretary of State Mr Peter Brooke was also in attendance.

After the national anthem, Mr Denis Templeton, chairman of Bangor lifeboat appeal committee, welcomed guests and handed the boat into the care of the RNLI, represented by Mr Clayton Love Jnr, a vice president. Mr Love in turn presented the boat to station honorary secretary Mr George Ralston. A service of dedication followed and vice admiral Sir Arthur Hezlet proposed the vote of thanks.

Prince Edward, smiling despite the rain, named Bangor's latest boat *Youth of Ulster* in honour of local children who helped to raise the funds in just a few months. The Prince also unveiled a plaque commemorating his visit and the sponsors. The ceremony was followed by an air/sea rescue exercise involving Bangor lifeboat crew, coastguards and the RAF's Rescue Service.

Neither the rain nor the wind could dampen the spirits of those who had gathered in their finery for this special occasion. And it will be remembered by many for a long time to come.

Prince Edward meets local children who helped to raise money for the Bangor lifeboat appeal.



class boat was given by Captain Hugh Fogarty, deputy divisional inspector of lifeboats for the South West. The Reverend T.S. Hichens, chaplain on St Michael's Mount, assisted by The Reverend Jeffrey Harper, chaplain of the Penlee lifeboat, led the dedication service.

Music for the occasion was provided by the St Erth concert band, directed by Mr George Lawry and the Govenek Choir, conducted by Mr Stephen Lawry.

Marazion - D class

A D class lifeboat funded by the South West Federation of Sea Anglers together with donations from British Gas South Western was dedicated in a ceremony held at the Quay, St Michael's Mount on 14 July 1991.

The boat is on permanent station at Marazion, a new summer-only station operating from March to October, which runs as an extension to the Penlee station branch. Up to the end of May this year, its lifeboat had been launched 17 times on service, saving three lives.

The ceremony was opened by Mr James Hodge, president of the Penlee station branch. The lifeboat was handed over to Lt Cdr Jeremy Tetley, a vice president of the RNLI, by Mr Terry Bewes, fish recorder and fund raising chairman for the South West Federation of Sea Anglers. The boat was then handed to Mr Ken Grove, honorary secretary of the Marazion station. A description of the history of the D

YOUR LETTERS



Thank you...for saving our lives

Received by Hastings and St Leonards branch following a service to three men aboard the yacht *Martina* on 13-14 July 1991:

Gentlemen,

Having had the chance to collect my thoughts on the events of last Saturday night and Sunday morning, I feel compelled to write and express my gratitude (and that of my crew) for the help which you all provided. I found the whole experience humbling in the extreme, especially on reflecting upon the number of you involved and the enormous resources employed purely for our well-being.

Regardless of all the reassurances that I have received to the effect that I made the right decision in accepting the offer of assistance, I still cannot help feeling an element of embarrassment and keep asking myself what we would have done if no help had been at hand. I will, of course, never know, but I do hope that I never have need of your services again! We certainly learned some useful lessons.

I have supported THE LIFEBOAT for as long as I can remember and always will, but on this occasion, I am enclosing a cheque for your station as a token of my appreciation. I intend to write an account of what happened to us and, if it is published, I will of course see that any proceeds go to the RNLi.

Once again, many thanks.

Lawrence Phillips
New Barnet, Herts

Jewel purpose

As most readers will be aware, the lifeboat service relies solely upon voluntary contributions and legacies. To support the service at its present level and to be able to fund the purchase and testing of new boats and equipment, the RNLi need £44 million in 1991.

To assist in raising this sum, the RNLi is currently running a jewellery appeal and invites donations of unwanted, old or damaged jewellery, watches, silver items and small 'objets d'art'. Items we would welcome are rings, brooches, bracelets, earrings, watches and watch chains, jet, ivory and amber items, and so on. It is our intention to repair the items where necessary and then offer them for re-sale. The Institution would also welcome the gift of unwanted war medals and war memorabilia of all kinds.

Items should be sent to RNLi Headquarters, West Quay Road, Poole, Dorset BH15 1HZ marked for my attention.

Roy E. Norgrove JP
Appeal Organiser

Visit leads to greater understanding

I have been a member of Shoreline for some years now and in a very small way a fund raiser. I was therefore delighted when the Institution of Civil Engineers (of which my husband is a member) arranged a half-day visit to RNLi Headquarters in July. The lifeboatmen have long been my favourite men (after my husband, son and grandson, of course). Speaking as one who can be sick on an Isle of Wight ferry, I have the greatest respect for those who face gales and storms.

We enjoyed our visit tremendously. The guides were so courteous and friendly. I was interested to see the drawing office and the plans of FABs 3 and 4. I now read THE LIFEBOAT with greater understanding and am aware of the significance of the numbers painted on the superstructure of the boats.

Congratulations to all concerned for the wonderful work done at Headquarters (and at such low admin costs) and in the boats.

J.M. Maber
Waterlooville
Hants

Well done, boys!

Visiting Teignmouth during our holiday in July, my family called at the new lifeboat station a few times.

On Sunday 14 July, after spending the day on the front taking in the sun (very rare this year), we were about to leave when the maroons went off. It was 1557 as we immediately hurried to the front of the station to find the

A tribute - from the grandson of a hero

My father died in April this year. When his father, Thomas Moore Horn, coxswain of the Exmouth lifeboat, died in the 1950s, I was unable to attend the funeral as I was serving in H.M. Forces and being posted. My father wrote to me about my grandad in the only letter I remember him writing which was more than about two sentences long. I feel others in the service might be comforted to know that they are appreciated so very much by those who can only wait and hope for their safe return.

He wrote: 'I thought you would find it difficult to get to Devon as it came just as you moved. I know you would have liked to have been there.'

'He is buried with your grandmother in a little country churchyard. The sun was shining right down the coast to Dartmouth and he is in sight of the sea.'

'You only knew him when he was older, but he was

a very fine man and a real man. I remember him best when I was a boy and he was a big muscular man with thick black curly hair.

'In those days, boats, the lifeboat included, were all rowing and sailing. A big diesel engine helps a man to be brave in a tight corner, but in those days it was just guts and sheer strength. I have seen them put off the beach in a gale that crashed the boat time after time on the beach. I have seen men walk out in the waves submerged nearly all the time, to force the boat into deeper water for a start.

'Then they used to disappear in the dark, no searchlight or power, just the strength behind those oars. I used to stay up all night at the docks to take any news home to mother.

'And after perhaps 12 hours of wind and rain, grandad's moustache would be thick with salt and all their clothes would be white.

'When they stopped rowing, they used to sit there fast asleep with sheer fatigue. Their's was a cold-blooded courage and I think of him as a very brave man indeed. You can be as proud of him as I am and I hope you will always think kindly of him.

'I would like you to tell Michael of him some day. Aunt Win is giving me the Vellum he had for bravery and it will be yours some day. I hope you will treasure it because they were not given out lightly.

'I never knew him flinch from going out, even in weather when big ships were sheltering.

'I am afraid this is a rather prosey letter, but you have knocked about enough now to be able to respect real courage. The lifeboatmen lowered the coffin and it was draped in the lifeboat flag.'

Don Horn
Old Coulsdon, Surrey
Grandson of a hero



Your LETTERS

Continued from previous page

Atlantic 21 already crewed and on the move down to the harbour with Bill Burton as helmsman. By 1600, the boat was afloat and on her way down the channel and out to sea, heading northwards towards Dawlish.

Thirty minutes later, she was on her way back, towing a broken-down speedboat with a crew of two and a dog, to be beached at the far end of Teignmouth harbour.

Returning to the cradle (already in the water) she was towed back to the station where at once the hose was played on the hull before the wheels of the tractor were duly washed down.

When the washing down was completed, she was refuelled and at 1654 one of the crew, using a mobile phone, reported her cleaned, refuelled and ready for service.

Having seen our first "shout" from start to finish, we came away determined that our branch would not relax efforts to raise money for the lifeboat service.

Well done to the new boys at Teignmouth.

K.C. Chaplin

Honorary treasurer
"Clattersea" Branch

Open Day success

I would like to say how much my husband and I enjoyed the RNLI Open Days on 2 and 3 August.

We learned so much and were very impressed by the drawing office and the machine shop. The wonderful weather made ours a perfect day, which will long be remembered.

Mrs R. Eyles
Box, Wilts

All credit to the RNLI

I was interested and amused by the credit-worthiness of Mrs Titley's RNLI card (THE LIFEBOAT, Spring 1991).

On holiday in America last year, I had a similar experience while at a museum in Connecticut.

Having made some purchases in the gift shop, I produced my usual flexible friend but the elderly assistant spotted my Shoreline card and we started a long and meaningful discussion on all things nautical. His son was serving in the US Coastguards.

I had to confess to being a true landlubber, my only experience of sailing being up and down the Thames in two steamers. This did not deter him, however, from taking me to see some of the behind-the-scenes work of the museum.

You could say our membership cards were also international passports - of goodwill, certainly!

Muriel Clark
Bromley, Kent

Setting the record straight

I read with interest Mr H. Gosling's letter in the Summer issue under the heading "The North West Passage - who was first?"

I agree with Mr Gosling that it is important 'that one should ensure as far as possible that reports are written correctly'.

I still maintain my voyage through the North West Passage was the first singlehanded transit and the first ever circumnavigation via the North West Passage. The three people mentioned in Mr Gosling's letter transited the North West Passage, but not singlehanded.

To take the first one, Willy de Roos. I take it that Mr Gosling has read his book entitled "The North West Passage" and, having also met him, would be fully aware that Willy de Roos was not alone on board his vessel, but rather had a

Memories are made of this

My father was a supporter of the RNLI for many years before he died. His favourite RNLI possession was a leather belt with the RNLI motif on it. I later owned and cherished the belt, but unfortunately have now lost it.

I have spent months searching the stations for this RNLI product but have not been successful. While I was at your Eastbourne station, it was suggested that I write to THE LIFEBOAT for help. If any reader knows where I can purchase such a belt, perhaps they would be kind enough to contact me.

Mr E.C. Duncan
14 Mayfield Avenue, Peacehaven,
Sussex BN10 8PB

Engine failure could be a thing of the past!

I would like to draw your attention to the Diesel Maintenance Training Courses for Yacht and Boat Owners, which we operate from Kidderminster College of Further Education during the autumn and winter. This is a hands-on course designed to take the mystery out of running and maintaining modern marine diesel installations.

They may be of interest to THE LIFEBOAT readers, especially as the RNLI is often called out to yachtsmen with engine failures. I have no doubt a fair percentage of these could have been dealt with on board with a little prior knowledge.

Two courses are scheduled for October and the cost is £58.

Keith Plester
Cover House, 113 Bewdley Road
Kidderminster, Worcs DY11 6RX



Willy de Roos' yacht *Williwaw* at Faraday Base, Antarctica in 1983. During her passage, she was tested to the limit, breaking through solid ice up to 18 inches thick, passing a Japanese boat that had been frozen in the previous season. Photo David White

companion by the name of Jean-Louis who jumped ship at Gjoa Haven. Therefore, the hardest part of the passage was completed with crew and this nullifies a singlehanded transit. He was also fortunate in having one of the best ice years since records were started.

Mr Gosling then refers to Roald Amundsen as being the first person to transit the North West Passage. This is undisputed. But he had a crew of six on board his 70ft vessel of 47 tons called the *Gjoa*, which again means his voyage was not a singlehanded one.

The third person Mr Gosling mentions, Sergeant

Henry Larsen of the Royal Canadian Mounted Police on his 104ft police schooner *Sr Roche*, had a crew of nine and two eskimo families on board. Again, this could not be described as being a singlehanded passage.

On my transit, I was totally alone. There was no one to share the responsibilities, help with hand steering when I was tired or to alleviate the fear when totally surrounded and under pressure from pack ice.

I hope Mr Gosling will concede the above points and agree that the report written in THE LIFEBOAT is correct.

David Scott Cowper
Newcastle-Upon-Tyne



Membership News

Governors • Shoreline • Storm Force

Action stations

As technology continually improves, so too does the RNLI's ability to save lives at sea.

But every improvement comes at a cost. This is why we must continually recruit new members and constantly look for more efficient ways of servicing the needs of our existing members.

For many years, the RNLI has used advertisements and leaflets in newspapers and magazines to recruit new lifeboat supporters. These have featured coxswains, helmsmen and crew members - all of them effective, but all of them male!

But there are more and more female crew members who play a vital role in lifeboat operations - and they are now also proving to

Jan Goddard from Aberdovey lifeboat station is just one of the RNLI's female crew members who play an increasingly important role, not only in active service but also in recruiting new members.



be very effective in our recruitment campaigns.

This summer, Jan Goddard of Aberdovey lifeboat station and Jan Baptiste of Aberystwyth lifeboat station posed for the cameras. The resulting 'action' photographs were used on recruitment leaflets with the headline 'We can count on her courage' and circulated with a number of national magazines. In particular, magazines with a high female readership, for example 'Woman and Home' and 'Country Living' were trialled with the new-look leaflets.

Results to date show our valiant ladies are as successful in attracting new members and donors as the traditional menfolk! It has

even been quite a surprise to many of our recent recruits that RNLI crews have so many active female members serving in and supporting the crews.

By this means, it appears that we have been able to enhance recruitment in publications which have not previously proven successful for our purposes.

We have also been able to raise our public profile in publications with which we may not normally be associated - and that's got to be good news!

A Christmas gift

Each issue of THE LIFEBOAT is greeted with more and more enthusiastic comments from readers.

Real-life drama stories of lifeboat rescues and the brave endeavours of crew members are reported alongside fundraising efforts, naming ceremonies as well as many other RNLI interests in a continuous and interesting record of the Institution's work.

If you enjoy reading THE LIFEBOAT, why not recommend it to a friend?

Better still, RNLI membership makes a novel and totally original Christmas gift for a friend or relative. Give them the knowledge they are helping to save lives *and* give them exciting reading four times a year!

See the coupon below!

Postcoded apology

We have recently received a number of letters from members to say that their address has been wrongly recorded. Although their postcode is correct, the postal town or county is incorrect.

This particular problem is due to difficulties with our computer, for which we apologise.

Please be assured that everything possible is being done to resolve this difficulty. We do want to get your address right. However, the computer does get confused when the post office issues the same postcode for different towns in different counties. We are working hard on this one!

Enrol a friend for Christmas and together let's save lives at sea

I wish to make a gift of RNLI membership

Your name

Your membership number

(N.B. You do not have to be a member yourself to make a gift of membership!)

I wish to join the RNLI

I enclose a subscription of:

£..... for **Shoreline** membership (minimum donation £6 p.a.)

£..... for joint **Shoreline** membership (min. donation for husband and wife £9 p.a.)

£..... for **Governorship** (min. donation £20 p.a.)

£..... for **Life Governorship** (once only payment of min £200)

£..... for **Storm Force** membership (under 16s, min £3 p.a.). Please attach name, date of birth and sex of child.

Name of new member:

Address:

.....

..... Postcode.....

Please send this form with your subscription payment to:
The Director, RNLI, West Quay Road,
Poole, Dorset BH15 1HZ.

If you do not wish to cut your journal, please copy this coupon quoting reference LBJ 1/1.
The latest date for gift memberships for Christmas is 29 November 1991.



Royal National
Lifeboat
Institution

LBJ 1/1

Some ways of filling the coffers...



An eggs-tra special gift

The fabulous Faberge-style egg created for the RNLI in Chichester by Ebony Jewellers in South Street has finally found a home.

Sothebys valued the egg at £20,000, an amount which the Worshipful Company of Shipwrights in London has agreed to donate to the lifeboats. The egg is now in their keeping as a company 'jewel'.

At a luncheon in London, the egg was handed over to the prime warden Mr Andrew Arnold on behalf of the Chichester branch by actor Christopher Timothy. Despite having his arm in a sling, he passed the egg over with full honours, assisted by Major Peter

The £20,000 Faberge-style egg has finally found a home with the Worshipful Company of Shipwrights in London. It is especially appropriate as the egg contains a model of the *City of London*.

Longmore, president of Chichester RNLI.

Also present were other wardens of the company, the donor and director of Ebony Mr Tim Rowe and Mr John Worsley who designed and supervised the making of this marvellous piece. Lord Stanley, chairman of the national fund raising committee and Mr Ray Kipling, deputy director, were in attendance, as were Mr Roger Wormal and Captain Stephen Stuart of Chichester RNLI.

Made of gold, with a blue enamelled body and supported by gold mermaids, the egg stands 7.5in high. It is decorated with pearls and diamonds with the Institution's flag in enamel on the top. A 2in scale model in gold of the Selsey Tyne class lifeboat *City of London* is concealed within.

Seven of Ebony's craftsmen made the egg in response to an initially modest request for a small prize for the waterborne treasure hunt, one of the events in Chichester Harbour's RNLI regatta year 1990.

The Chichester committee are delighted this precious object has now found a home, appropriately in the City of London, worthy of the skill and generosity of the donors.

On your bike

Sergeant Bob Buck is sitting pretty after tackling an 80-mile bike ride and raising more than £2,000 for the lifeboat service.

The Bristol bobby leapt into the saddle for a sponsored ride from Bristol to Poole on 13 July.

Sergeant Buck said, 'People have shown great generosity. Each donation - large and small - has helped me break through my original target, and the pennies are still coming in!'

The £2,000 cheque, presented to Mr Kevin Escott, secretary of the RNLI Minehead Committee on 12 August at Minehead boathouse, included a £300 donation from the force's unclaimed property fund. Nearly £30 was raised from a sponsored litter collection from Weston-super-Mare beach, organised by Kate Richardson who works at the force's headquarters.

The cash was also to have included a £50 donation raised specially for Sergeant Buck's appeal from the Cabot Cruising Club in Bristol but it was stolen during a break-in.

Sergeant Buck was himself a lifeboatman from 1971-1974, operating from Pill station. He is now chairman of the Pill branch of the RNLI.

A glorious weekend

27 and 28 July was a very productive weekend for hard-working supporters of the Worthing branch at their annual seafront fayre.

Solent Coastguard helicopter joined forces with the two Shoreham lifeboats and the Littlehampton Atlantic 21 to entertain a vast crowd of spectators between the pier and the beach house on Saturday afternoon. A collection taken afterwards produced £98.

A crane driving competition in beach house grounds on Friday evening and Saturday and Sunday afternoons was a popular and novel event. Contestants had to ring a series of pegs in the ground with a large rubber tyre suspended from the jib in the fastest possible time. Over the course of the weekend, 190 entrants took part, producing £102 from entry fees.

Gamble-Sadler crane hire kindly donated the use of their crane and the services of Bob, their driver. The company also donated the prize money.

Sales of RNLI souvenirs amounted to £135, and donations from those watching the crane in action came to £50. Meanwhile, on the promenade of West Worthing, the tombola raised £70. At Worthing fire station's annual open day, sales of RNLI souvenirs came to £243, exceeding all expectations.

Over the course of this glorious weekend Worthing RNLI raised a grand total of £700.

In brief

MORE than £1,500 was raised for the RNLI in a prize draw held at the 1991 Falcon Sailing Windsurf Marathon at Southport's marine lake on 11 August. First prize was a two-week Falcon Sailing holiday for two to Greece, Turkey or Sardinia.

STAR of the day at Arnside branch's coffee morning was Godfrey the guard dog, who, with the help of his creator Mrs Janet Hancock, raised £121.60 for the lifeboats. The pair sat on Arnside promenade and invited passers-by to guess the date of Godfrey's 'birth'. Godfrey now lives with his new owner in Salford. His and his creator's contribution goes towards a sum of £1,080 raised by the Arnside branch.

WEM branch, Shropshire ran a stall at the Third Annual Sweet Pea Show in the Town Hall, Wem on 27 July and raised £231. The show had been organised by the Eckford Sweet Pea Society of Wem, the home town of the modern sweet pea and is held on the fourth Saturday in July each year. Over 2,000 people visited this year's show.

SIX brave and fit mountain bikers battled it out over a 40-mile course on the Greek island of Cephalonia in support of the RNLI. The central point of the competition, organised by Greek Islands Sailing Club, was to cycle over the mile-high Mount Aenos. The six competitors, including race organiser Gregg Fryett, raised £50 in sponsorship money.

Dorset delicacies

Colonel Philip Roper of the Bridport branch and his wife organised a Dorset ploughman's lunch at his house in aid of the lifeboat service. All eats and drinks were local Dorset products - cheese, pate, apple juice and butter as well as local salads and bread. Some 80 people attended the lunch and £403 was raised in just a couple of hours.

It was originally intended that the event should take place in the garden, but due to the 'lifeboat weather' it had to be moved indoors. Stairs, landings and bedrooms all had to be brought into use, but everything ran smoothly in the end.

On the rocks for £1,600

Island flingers Mark Somers, Charlotte Dawson, Samantha Todd-Young, Capel Irwin and Guy Winstanley collected the largest sum ever raised in aid of Port Isaac RNLI on Tuesday 20 August.

The team of five landed on Newland, an inhospitable rocky island at the mouth of the Camel estuary in Cornwall, and remained on the island for 24 hours.

The expedition raised £1,600.27. The cheque was proudly presented to honorary secretary of Port Isaac lifeboat station David Castle on the morning of Sunday 25 August.

Singing For Their Supper

A gala evening held at the Hawthorns School, Blechingley on Saturday 13 July by Mr and Mrs Harold Porter and the committee of the Caterham and District branch raised over £2,000 for the Institution.

A delicious supper, a tombola and a wine bar - with all wines and bottles donated by Mr Porter's firm, Porter and Laker Ltd of Kennington, London - helped raise the magnificent sum.

After supper, the guests were entertained to a very special concert given by Peter Langham Evans, star of Opera 80 and man of many festival appearances, with his fiancée Lorna Anderson, one of Britain's most sought-after young sopranos who herself has enjoyed a distinguished career on the concert stage. With them was Malcolm Martineau, leading accompanist to many of the world's best known singers.

Fuel for free

For many years, Stones Fuel Oils Ltd, a small local fuel distribution firm, has supplied diesel free of charge to both the Filey and Scarborough all-weather lifeboats.

Now, with the arrival of the Mersey at both Filey and Scarborough stations, fuel consumption is set to rise substantially. But the company wish to continue with their grand gesture and to date all accounts have been returned to the RNLI with the wording 'with compliments' stamped on them.

Good grounds for pounds

Cakeham Manor, West Wittering with its Great Hall of 1250 and watchtower of 1520, was the setting for a summer garden party organised by Manhood branch which raised £2,150. 185 guests paid the £12 ticket price for wine and a finger buffet and entry to the grand draw. Ferry tickets to France and theatre tickets were just two of the prizes.

Branch chairman Mr Ian Christmas said after the event, 'The Manhood branch is greatly indebted to Mr and Mrs Teddy Branson, owners of the manor, for the use of their lovely home and gardens'.

Havering handiwork

A colourful quilt depicting a lifeboat surrounded by marine life was presented to the Hornchurch and Rainham branch on 12 August for raffling in aid of the RNLI.

The quilt was made by Havering Quilters. Individual panels were joined to produce the quilt top and then the top, wadding and backing was hand-quilted using a floor-standing frame at which several people can work as traditional 'quilting bees'.

The lifeboat is based on the Aldeburgh boat, itself unique in that it is now the only one in the country launched 'on the skids'.

A spokesman for Havering Quilters said, 'We hope it will raise a substantial amount for the RNLI.'

The raffle is to be drawn on 30 June 1992. Details from Sue Clifton on 071 928 5742.

In brief

LOUGH SWILLY station branch launched an edible version of their inshore lifeboat. Made of rich fruit cake by fund raiser Josephine McLaughlin, the cake was raffled at the branch's annual tug-o'-war and raised £158. **21 YEARS - and £60,000 of funds raised later - the Ladies' Lifeboat Guild of Uttoxeter this year celebrated their great achievement with dinner at Alton Towers. Brian Pegg, retired cox of the Sheringham lifeboat was guest speaker.**

THE CHILDREN of Betchworth County First School, Surrey, held a sponsored matchbox fill to see how many articles they could get into a standard size matchbox. The answer was 100 - corresponding to exactly the number of pounds raised by the event. The cheque was handed to the Reigate and Redhill branch.

SUNDAY 19 MAY saw the Southborough and District branch busy organising a very successful car boot fair at Mableton Farm, Southborough. Mrs June Relf, honorary secretary, said: 'How delighted we were to raise £2,000, topping all previous efforts. Good advertising, good organisation and team spirit - as well as a dry Sunday - made this an excellent fund raising event'.

ON 7 JULY, Northampton Ladies' guild celebrated its 25th anniversary - and with it raised £5,300! As part of the celebrations, a pig roast was held at Brock Hall, the home of Mr and Mrs Peter Lee. Jazz music was supplied by Ginger Pig. A special event during the evening at the hall was the Beating of the Retreat by the band of the Royal Marines.

Lifeboat traditions live on

by Raymond Baxter

Few fund raising events this year can have been more exciting - even by RNLI standards - than the venture staged by the Walton and Frinton Station Branch on Saturday 27 July this year. In fact, the sponsored row became a considerable *adventure* for the 26 crews who took to the water in an extremely demanding and close-fought race from Clacton to Walton Piers in conditions which were far from ideal.

Persistent sea fog reduced visibility to at most three-quarters of a mile and it was sometimes less than 250 yards. Some crews claimed never to have seen the shoreline, let alone a fellow competitor, from start to finish. Those on shore were denied most of the spectacle.

Not surprisingly, no one had taken a compass to row the six miles between two sea marks as prominent as the local piers on a summer day. But it did not matter. Principal organiser Bryan Ward, until recently one of the Walton lifeboat crew, ensured every rowing boat was constantly within sight of a skipper ready to meet any emergency. The Walton and Frinton lifeboat has been there since 1884, and there are those who take such matters seriously.

My wife and I watched the event aboard the Walton and Frinton Solent class *City of Birmingham*. The fog was not the only unwelcome hazard - the sea state was also far from friendly.

Their skills as lifeboatmen (and their sense of humour!) were tested to the full as coxswain Bob Kemp and his crew undertook the task of embark-

ing the rowing crews whom we had ferried down from Walton into their towed craft.

But, to quote Stanley Holloway, 'There were no shipwrecks, and nobody drowned - in fact, nothing to laugh at at all', especially as the idea of lining up competitors to stake boats before the start was abandoned in the circumstances. When I banged off the hand-held maroon to signal the off under instruction from Jim Berry, the Walton mechanic, the fleet was more widespread than might have met the approval of the Royal Yacht Squadron.

And what a fleet it was, ranging from modern six-oared GRP whalers to a Grand Banks dory. And a beautifully restored 89-year-old work boat, once the property of the Institution, was today crewed by a pair of stalwarts one third her age.

The crews themselves were as varied as their craft, including teams from various rescue services, the sea cadets, a tug boat company from Harwich and three sets of gallant all-lady oarspersons. The local newspaper trumpeted proudly that 'Crews had come from as far afield as Southend-on-Sea.'

By the time we got underway to overtake the fleet to seaward, almost every crew had 'got its act together'. Although well spread out, they were streaming down the tide at a cracking pace, the technique of most owing more to Grace Darling than Henley Royal Regatta.

We forged ahead to mark the finishing line beyond and inshore of Walton Pier and in moments the fog had swallowed the race. Constant radio contact with their escorts assured coxswain Kemp that all was well with the competitors, if not with

everyone else in the vicinity.

With two and a half miles still to run to Walton Pier we got a 'shout'. A yacht, radarless and lost, had wisely called the Coastguard for assistance. Within minutes, she was located using that priceless modern aid, VHF D/F. Without even seeing her, Bob and Jim were able to vector a support ship to guide the yachtman to safe anchorage. Our next job was to find Walton Pierhead by radar!

On station again, this time to mark the Finish, we waited. Bob Kemp made arrangements to ensure none of the rowers were too far inshore to clear the pierhead. The fog was that bad.

All eyes aboard *City of Birmingham* peered into the grey, and the lifeboat became silent.

'There. On the port bow'. The first crew home was the whaler of Alexander Tugs of Harwich. Their time was 1 hr.05.

I fired another maroon and Bob sounded the lifeboat's siren, as he did for every competitor to cross the line.

Clint Swan and Tim Plumber, of the Haybridge Basin were eventually judged the overall winners on handicap, coming in second in 1 hr.12, and the Walton and Frinton Ladies' Guild, stroked by their chairman, the coxswain's wife Val, won the Ladies' competition.

But in the end everyone got a prize - a barbeque and bonfire on the beach rounded the day off and the event raised over £4,000 for the Institution.

To my mind, every bit as important was the fact that the people of Walton and Frinton had more than lived up to the proud century-old tradition of their lifeboat community.

Comic Relief

Landlady Lilian Crust turned blunder woman to raise £1,500 for the lifeboats in a daredevil act of parascending, despite the fact she is afraid of heights!

Lilian, keeper of the Portobello Inn,

In brief

AT THE annual general meeting of Ferndown District Guides, the chairman of the RNLI Ferndown and District branch was presented with a cheque for £812, collected by the Guides from various fund raising events.

OFFICE Electrics Ltd of Wakefield, West Yorkshire, have been stamping a message on the back of their office mail envelopes. It reads: 'Please send used stamps to RNLI, Poole, Dorset, BH15 1HZ'. Peter Rushforth, managing director of the company says several of his customers have taken up the idea and are busy saving stamps...

MRS A.C. Mason of Lower Hayne, Corfe, Taunton in Somerset has so far raised £210 for the RNLI by making carved wooden house names. Although over 80, Mrs Mason is keen to keep those orders coming in. Every penny, she says, of the £15 charge goes to the RNLI. **THE SUDBURY branch have announced that they raised over £3,370 from their house to house and flag day collections earlier this year.**

MR DAVID Town, a keen RNLI supporter, was 80 last January. To celebrate this special occasion he undertook a sponsored swim in aid of the RNLI. Cheered on by friends and relatives, David swam 50 lengths of the pool at Kirkstall Leisure Centre in Leeds to raise £503. This sum was handed to the Leeds Ladies' Lifeboat Guild.

dressed in style for the occasion, proving to all her spectating regulars that, as well as being extremely brave, she is a good sport.

Afterwards, Lilian confessed she had quite enjoyed the experience. 'I would do it again - it was not half as bad as I thought,' she said.

Lilian's was just the latest fund raising event to be organised in West Kingsdown for the RNLI. The branch has already fully funded *Pride of West Kingsdown*, a relief D class lifeboat which was named and dedicated in the village on 13 July this year (see page 123 for full details).

The West Kingsdown fund raisers have now launched a second appeal for more than £12,000 to fund a new davit for Sheerness station. The appeal is well on target and has so far raised over £5,000.

'Blunder woman' Lilian Crust prepares for her daredevil stunt. Photo *Kentish Times Newspaper*



Tall ships - high profile

The Tall Ships Council generously permitted the lifeboat service a high profile during the recent visit to Belfast of the tall ships.

As always, the support and encouragement to the lifeboat service from the many people of the Province was much in evidence and the RNLI benefitted by almost £10,000 through collecting boxes and souvenir sales. The Belfast committee of the RNLI also arranged two receptions on board *HMS Caroline*.

Altogether, the various efforts raised £19,000. This generosity is greatly valued by the volunteer crews who man the lifeboats around our coasts throughout the year.

Rafters are raising

Portrush had never seen anything quite like it! On spring bank holiday weekend this year, a record-breaking 132 rafts - 600 participants in all - as well as 20,000 onlookers packed Portrush Harbour to enjoy the Guinness raft race - and raise money for the lifeboats at the same time.

Since the earliest days of the race, fund raising teams have been dressing up in carnival costumes and competing against each other on the chilly waters for charity. This year, the spectacle was declared underway by Ulster's Phil Coulter, the man who composed and sang 'Home from the Sea' for the lifeboat service.

Over the ten years that the race has been held, teams have raised more than £125,000 for the lifeboats. This year, the generous people of Portrush, North Antrim have already broken last year's total of £26,000 and it seems the money is still coming in.

The Police Appeal - an update

Pulling for the RNLI

Twenty policemen and one policewoman took part in a Landrover pull on 31 July in aid of the Royal Ulster Constabulary lifeboat appeal. Grosvenor Road Sea Anglers as well as Grosvenor Road, Springfield Road and New Barnsley police stations all took their turn pulling the police patrol Landrover.

The 13-mile route ended at Carrickfergus Castle. Goff Evans, chairman of the Sea Anglers said, 'It was tough-going on the day as it was so hot, but Grosvenor Road Sea Anglers pulling their weight.



thank you to all those who donated and sponsored the participants.'

But in the end it was all worthwhile as £2,309.50 was collected in buckets on the route - and sponsorship money is still to be collected.

Visiting hours

Three cars and three motorcyclists left Greater Manchester on a dull Monday morning in June to visit every lifeboat station in England - all 96 of them! Not only that, the Greater Manchester Police team who were attempting the feat planned to complete the fund raising event in four days flat.

The car team set off at 1000 on 3 June for the Wirral to visit every station up England's west coast. At the Scottish border, the team cut across country to Berwick-on-Tweed and to Cromer where at teatime on 6 June they met up with the cyclists. The motorcyclists had meanwhile travelled to



GMP Motor Club meet fellow police officers who are also members of North Sunderland lifeboat crew.

stations in the west country, the south coast and up the east coast. Cars, motorcycles, fuel, insurance, breakdown cover, communications, food and accommodation were all kindly donated to the eleven-strong team.

Superintendent Peter Cope said, 'What rapturous welcomes we received!

'The car team was presented with a beautiful laminated picture of a Mersey class lifeboat by the crew of Wells in Norfolk. This was most appropriate as this is the type of lifeboat the police appeal is trying to purchase.'

Sponsorship money is still coming in, and so far the team say they have raised over £3,000.

Crewmen monopolise London

Sussex lifeboatmen enjoyed free parking and avoided going to jail on 12 June when they raised over £124 playing monopoly on the steps of St Martin-in-the-Fields, Trafalgar Square.

The idea to play this famous London-based game at one of the board's locations sprang from the imagination of Michael Audreson after he played games with the late Beric Watson, Managing Director of Waddington Games.

During the game, the public was invited to make contributions towards the money being used by the players.

'Recycled teenagers' swim

Members of the 55+ Club of Narberth swimming pool crawled, breaststroked and butterfly-ed their way to fund raising success in a sponsored swim during June to benefit three charities, one of them the RNLI.

43 'recycled teenagers' - as club member Gordon Bottomley refers to his team - together swam a total of 484 lengths (six miles). They collected £481.50, £160.50 going straight into lifeboat service coffers.

Elsewhere, 71-year-old Mrs Betty Portch raised over £92 swimming 70 lengths of Prince Regent swimming complex in Brighton. Her niece Donna Robinson - just nine years old - has learned to swim widths and is aiming to swim 30 to raise funds.

Storm Force member Kirsty Banks, 10, of North Cheam, Surrey, completed 25 lengths of her local swimming baths to raise £419 for the RNLI. At a recent meeting of the Sutton, Cheam and Worcester Park branch, Kirsty was there to present her cheque to local branch president councillor Edward Trevor.

Finally, the children of Mudeford Junior School took part in a sponsored swim at Two Riversmeet Pool in Christchurch. John Neville, chairman of the Christchurch branch had invited pupils to watch a video about the work of the lifeboats. Spurred on by the show, 120 children between the ages of seven and 11 set about raising £850, enough to equip three new crew members with all their sea-going gear.

Fashionable fund raising

A July fashion show of men's, ladies and children's clothes involving 36 models proved a very enjoyable way to raise £1,294 for the two-year-old Prestatyn branch.

This, the latest in a series of successful fund raising events for the branch, took the form of a poolside show with a sherry reception and hair-dressing demonstration.

Many local firms paid to set up a stall and demonstrate their goods, and clothes for the show were supplied by local outfitters.

From strength to strength

Lady Bay Ladies' Lifeboat Guild of Nottingham celebrated 20 years of fund raising on 18 May 1991. Since their earliest days, the guild has gone from strength to strength, raising a total of £4,845 in 1989-1990. A far cry from the days of 1971-1972, when a modest £43 was raised!

To celebrate the anniversary, over 100 people attended a function at All Hallows Church Hall, Lady Bay on 17 May, including the mayor of Rushcliffe councillor Peter Lawson, the mayoress Miss Jean Lawson and the north east area organiser Mr Stuart Swallow and his wife.

During the evening, a presentation on behalf of the guild was made by Mr Swallow to Mrs D. Appleby in recognition of her support. Mrs B. Linney whose support was likewise to be recognised could not be present.

Treasurer Mrs J. Tyler presented Mr Swallow with a cheque for £2,500, the amount collected by the guild since 1 October 1990.

All enjoyed a commemorative cake especially made for the occasion, complete with replica RNLI flag.

It was fitting that the celebration took place at All Hallows Church Hall, the venue of a talk which ultimately led to the formation of the guild all those 20 years ago.

One good turn...

When Whitby lifeboat crew laid on a trip in a lifeboat for Skipton and Craven disabled, members of the Craven Old Wheels Society got together to hold a supper dance on 31 May in aid of the lifeboat.

This well-supported event raised £251 and was attended by Whitby crew.

On 8 and 9 June, the same club organised a veteran vehicle rally, sponsored by Great Mills store in Skipton, from Skipton to Whitby, in all 40 vehicles taking part.

A cheque for £481 - the total amount raised over the two events - was handed over to the lifeboat crew on 12 June.

Pauline and John Ogden of the Craven Old Wheels Society, who organised both events, are organising similar ones for 6 and 7 June next year when they hope to double their takings.

Aquaphobic aid

Landlord Andy Lyes of the Severnside Anchor Inn in Epney, Gloucestershire can't swim a stroke. So he and wife Joan organised a disco and raised £605 for the RNLI. 'I reckon I might just need help from them one day,' Andy joked.

On hand to accept the cheque were retired Bristol Channel pilot Doug Griffey and Judith Roberts of the Gloucestershire branch.

Peter Tippet, a serving pilot in the Bristol Channel, gave the RNLI kitty another boost by handing over money collected by his local. On Peter's 50th birthday last May, he and his wife Liz agreed 'no gifts' and instead asked all their friends to fill the bucket on the bar instead. They did and raised a healthy £120 in no time.

Gloucester's town crier Alan Myatt broadcast the double event as far as his voice would reach. As he's recently gone into the Guinness Book of Records as the world's mightiest mouth, it was a fair distance!

Saving every penny

Mrs Margaret Taylor, honorary secretary of the Norton branch, writes:

'Our branch was given the use of an empty shop in our main street to sell goods for lifeboat funds. The owner, Mr Vic Maloney, has not asked for a penny in rent.

'So far, we have raised nearly £1,100 and we can have the shop for a further two weeks or so. All the goods - which are not RNLI souvenirs - have been given voluntarily by Nortonians.

'We have sold clothes, shoes, household goods, a hammock and even an old sewing machine which raised £20.

'The sum raised is the highest we have ever taken for a single event.

'To cap it all, we also gained second place in the recent Malton and Norton carnival 'decorated shop window' competition!'

Mrs Ann Maxwell, chairman of Norton RNLI in the branch's rent-free shop. (Photo Yorkshire Regional Newspapers Ltd)



In brief

PRIMARY 3D of Daniel Stewart/Stewart Melville Primary School visited North Berwick station on 26 June - and asked lots of questions about running a lifeboat. Crew members put on suits for the children, who later wrote thirty thank-you letters to the crew. After their visit, the class organised a cake and candy stall at the school, and sent the station a cheque for £70. DIANE Hall, president of the Inner Wheel Club of Redditch has presented a cheque for £750 to Mr Frankie George, coxswain of Fishguard lifeboat. The sum was raised by the club's members who held a ploughman's supper, a buffet dance, coffee mornings and a travelling lunch.

MISS Mary Cresswell of Kington branch in Herefordshire held a very successful coffee morning at her home, raising £400. Regional organiser Anne Williams said, 'Because of Miss Cresswell's great sense of humour, the morning was great fun and enjoyed by all.'

HITCHEN and District branch member Mr John Gallacher pulled on his walking shoes and completed a sponsored round-the-village walk at Preston in Herts. Thanks to the generosity of local friends and RNLI supporters Mr Gallacher raised £530 for the lifeboats.

SEATON, Beer and District's colourful carnival float earned £143.50 for the lifeboat service in the local East Devon street parade. Sea-nerery was painted by the branch vice chairman and assistant secretary!

HITCHING a ride on a D class lifeboat at West Bay Fun Day in July was Dorset County carnival queen Sam Brown, accompanied by the town crier Harry Poole. The event, held in aid of the RNLI and featuring displays from various organisations and the sale of car draw tickets and souvenirs, raised about £2,300 for the Bridport branch.

RAME Peninsula branch's flag day on Saturday 25 May raised a magnificent £815 from souvenir sales, street collections, a coffee morning (where crew members of Plymouth lifeboat were presented with their traditional pasties), the raffle of a one-gallon whisky bottle at the Devonport Inn and the selling of Volvo car lottery tickets. A Volvo was kindly loaned for the occasion by Kastner's of Plymouth.

FOUR days was all it took for Richard Moran to walk the 95 miles from North Shields to Berwick - and collect £100 for the Tynemouth Ladies' Lifeboat Guild in the process. Sticking to the coastline, Mr Moran covered an average of 23 miles a day. Pausing for breath, Mr Moran also found he had won a gallon bottle of whisky which he raffled, raising a further £100.

HASTINGS coxswain Mr Fred White and his crew have constructed a scaled-down model of their Mersey class lifeboat *Sealink Endeavour*. The boat, on show in Hastings town centre with two of the crew to collect funds on lifeboat day, contributed to a record fund raising lifeboat week for Hastings and St Leonard's lifeboat society, beating last year's total of £3,400 to collect £4,755.49.

CHILDREN from Hemyock County Primary School presented a cheque for £514.40 to deputy regional organiser Tony Bellamy. The school, on the Devon and Somerset border, raised the sum by organising a sponsored walk, swim, cycle ride and silence, as well as holding a mini jumble sale, cake stalls, a fashion show, performing odd jobs and enjoying a non-uniform day at school.



Innes Farquhar, Cpt Eric Masson, honorary secretary of Aberdeen RNLI, Alex Carnie of Seagram UK and Scottish regional organiser David Richardson attend the Martell presentation at Blaikie's Quay.

Gifts to lift the spirits

Landlords Mike and Annette Hamill of The Coopers Arms, Rochester, Kent turned auctioneers on 29 April when a bottle of Martell cognac was sold off in aid of the RNLI. The event raised £351, which was accepted on behalf of the Medway branch by vice chairman Mr Peter Gyngell.

Tunbridge Wells raise £4,415

A total of £4,415 was raised by committee members and friends of the Tunbridge Wells and District branch during lifeboat week. £1,640.43 was collected on flag day 8 June and £2,775 was raised in the house-to-house collection.

During the week, a disco on the back of a transit van helped draw the public's attention to what was going on in the Calverly shopping precinct in the town centre.

Further afield, local sailor Bob Young experienced that sinking feeling when he jumped out of an aeroplane to raise £88.

Tunbridge Wells sub aqua club donated the prize money from a competition they won at Crystal Palace and the ladies' section held a luncheon, which, as well as being a great social event, raised over £600.

The art of fund raising

The ten-strong Nottingham branch entertainments committee has raised £13,900 from just two events.

Earlier this year, local artists showed their paintings at a gallery evening held in local auction rooms and commission was paid to the RNLI on every painting sold. The event proved very popular - 374 tickets were sold.

A summer ball was also arranged by the committee at Kelham Hall near Newark, attended by 378 guests. The formal dinner was followed by dancing to the Mersey Beats and the Pandemonium disco. During the ball, money was further raised by donations, a raffle draw, advertisements in a brochure and various sponsorships.

Plaques for profit

Mr Brian Williams, a branch vice chairman and life-long supporter of the lifeboats, has set up a company producing RNLI wall plaques for retirements, trophies and presentations of all kinds. They are intended above all as a means for branches and stations to show appreciation for the fund raising efforts of pubs and other organisations.

All income from sales, less administration expenses, is directed to RNLI funds. Contact Brian Williams at Marine Crafts, West Rock, The Cleave, Kingsand, Nr Torpoint, Cornwall PL10 1NF.

Martell Cognac's links with the RNLI were further strengthened at Blaikie's Quay, Aberdeen where Alex Carnie of Seagram UK presented local RNLI members with a US gallon (two litre) bottle of Martell cognac. The presentation took place on the quayside at high tide in front of the service's number five lifeboat based at Aberdeen. Amongst those present was Innes Farquhar, former executive committee member of the Scottish lifeboat council, whose car number plate reads RNL15!

Let them eat cake!

A splendid cake decorated to represent the RNLI flag and donated by SAS Catering, Heathrow was one of the raffle prizes at Twickenham and District's 31st Annual Ball held earlier this year at the Lensbury Club, Teddington. Other prizes included two shuttle tickets from British Airways and two tickets to Paris donated by British Midland.

The cake was won by Mr John Holden, Assistant Scout Leader of 1st Teddington Baptist Scouts, who took it to his father and scout camp the following weekend. We are reliably informed that the cake was eagerly devoured by both fathers and scouts alike!

Citizen of the year

Vi Bone, honorary secretary of the RNLI Girvan Ladies' branch has been nominated by the Garrick Gazette and the townspeople of Girvan to be their 'Citizen of the Year'.

Born in Naini-Tal, India, Mrs Bone was a professional gym teacher. She has been involved in raising funds for the lifeboats for many years and took over the position of honorary secretary in 1986.

Her hobbies are painting (she was past president of Girvan Arts Guild), giving films and talks, as well as selling RNLI souvenirs from Stumpy's Tower, a well-known Girvan landmark.

The Fund Raisers

The final date for copy in this section of the Winter 1991 issue of *The Lifeboat* is November 26

- Aberdeen**, Grampian
54ft Arun ON 1050: April 8
D class: April 21
- Aberdovey**, Gwynedd
Atlantic 21: March 24 and April 3
- Abersoch**, Gwynedd
Atlantic 21: April 1 (three times)
- Aberystwyth**, Dyfed
C class: March 13, April 30, May 5 (twice) and 25
- Aith**, Shetland
52ft Arun ON 1100: April 28
- Aldeburgh**, Suffolk
37ft 6in Rother ON 1068: April 12
D class: March 6
- Alderney**, Channel Islands
44ft Waveney ON 1045: March 25, April 22 and May 31
- Amble**, Northumberland
44ft Waveney ON 1004: March 18, April 16 and 21
- Appledore**, North Devon
47ft Tyne ON 1140: March 16, April 6, May 14 and 30
Atlantic 21: April 3, 9 and May 30
- Arbroath**, Tayside
37ft 6in Rother ON 1054: April 12
- Arran** (Lamlash), Strathclyde
C class: May 11
- Arranmore**, Co Donegal
47ft Tyne ON 1111: March 15 and May 5
- Atlantic College** (St Donat's Castle), South Glamorgan
Atlantic 21: May 14
- Ballycotton**, Co Cork
52ft Arun ON 1067: March 12, 23, April 22, May 4, 12 and 21
- Baltimore**, Co Cork
47ft Tyne ON 1137: March 23, 31 and May 19
- Ballyglass**, Co Mayo
52ft Arun ON 1159: May 15 and 28
- Bangor**, Co Down
Atlantic 21: April 9, 20 and May 5 (twice)
- Barmouth**, Gwynedd
37ft 6in Rother ON 1063: May 27
D class: March 30 and May 28
- Barra Island**, Western Isles
52ft Arun ON 1143: April 17, 27
- Barry Dock**, South Glamorgan
52ft Arun ON 1018: March 12, 31, April 3, 18, 26 and May 4
- Beaumaris**, Gwynedd
Atlantic 21: March 26, April 4, 7, 26, 27 (twice), May 12 and 24
- Bembridge**, Isle of Wight
Relief 47ft Tyne ON 1075: March 30, April 14, May 7 and 27
D class: April 2, May 4 (twice) and 12
- Blackpool**, Lancashire
D class: March 17 (twice), April 13 (twice), May 18 (twice), 24 (twice) and 27
- Blyth**, Northumberland
44ft Waveney ON 1079: April 7, 16, May 5, 15 and 31
D class: March 19, April 7, May 15 and 19
- Borth**, Dyfed
D class: March 24, April 16 and May 19
- Bridlington**, Humberside
12m Mersey ON 1124: March 2, April 15 and 21
D class: March 31 (twice), April 25, May 19 and 27
- Brighton**, East Sussex
Atlantic 21: April 13 (twice), May 15 and 29
- Buckie**, Grampian
52ft Arun ON 1093: May 6
- Bude**, Cornwall
D class: April 13, 21, 25 and May 22
- Burnham-on-Crouch**, Essex
D class: March 31, April 13 (twice) and 18
- Burry Port**, Dyfed
D class: April 9 and 26
- Calshot**, Hampshire
Relief 33ft Brede ON 1090: March 9
33ft Brede ON 1104: May 12 (twice) and 19
- Campbeltown**, Strathclyde
52ft Arun ON 1059: March 14, May 19 and 27
- Cardigan**, Dyfed
C class: May 11 and 12
- Clacton-on-Sea**, Essex
Atlantic 21: April 13, 25, May 4 and 26
- Cleethorpes**, Humberside
D class: March 3, 31, April 8, 17 and May 19 (twice)
- Clifden**, Co Galway
C class: April 8
- Clogher Head**, Co Louth
37ft Oakley ON 942: March 20
- Conwy**, Gwynedd
D class: May 29
- Courtmacsherry Harbour**, Co Cork
48ft 6in Solent ON 1011: March 24, May 16 and 31
- Courtown**, Co Wexford
D class: April 9
- Criccieth**, Gwynedd
C class: March 6, 7, May 5 and 18
- Crimdon Dene**, Co Durham
D class: May 27
- Cromer**, Norfolk
D class: April 6 and 11
- Cullercoats**, Tyne and Wear
Atlantic 21: May 1 (twice), 4, 5, 9, 12 and 13
- Donaghadee**, Co Down
52ft Arun ON 1107: March 11, April 6, 13, May 8 and 19 (twice)
- Douglas**, Isle of Man
47ft Tyne ON 1147: March 5, 31, April 7 and 28
- Dover**, Kent
50ft Thames ON 1031: March 3 (twice), 4, April 13, 14, 26, 27, May 15, 17, 18, 19 and 25
- Dunbar**, Lothian
D class: March 5 and 24
- Dungeness**, Kent
37ft 6in Rother: April 14 (three times)
- Dun Laoghaire**, Co Dublin
44ft Waveney ON 1036: March 29
Relief 44ft Waveney ON 1005: April 27 and May 4
- Eastbourne**, East Sussex
37ft 6in Rother ON 1055: April 14, 22 and May 25
D class: March 29, April 8, 13 (twice), 14, 22 (twice), 26, May 5, 18, 20 and 27
- Exmouth**, South Devon
33ft Brede ON 1088: April 16 and 18
D class: March 10, 16, 25, April 1 (twice), 7 (twice) and May 18
- Eyemouth**, Borders
44ft Waveney ON 1026: April 6 (twice) and 16 (twice)
- Falmouth**, Cornwall
52ft Arun ON 1058: March 8, May 16 and 26
Atlantic 21: March 8, April 6, 13, May 25 and 26
- Filey**, North Yorkshire
Relief 37ft Oakley ON 977: April 4
- Fishguard**, Dyfed
52ft Arun ON 1076: May 12
- Flamborough**, Humberside
37ft Oakley ON 972: May 28
- Fleetwood**, Lancashire
47ft Tyne ON 1156: March 2 and April 8
D class: May 21
- Flint**, Clwyd
D class: March 17 and May 17
- Fowey**, Cornwall
44ft Waveney ON 1028: March 9, 22, 26, 29, 31, April 5 and 25
- Fraserburgh**, Grampian
47ft Tyne ON 1109: March 9 and May 1
- Galway Bay**, Co Galway
Relief 52ft Arun ON 1150: March 13, 21, April 5, 7, May 5 and 19
- Girvan**, Strathclyde
33ft Brede ON 1105: March 26, May 3 and 5
- Great Yarmouth and Gorleston**, Norfolk
44ft Waveney ON 1065: April 6, 15, 29 and May 9
Atlantic 21: March 23, April 6, 28 and May 11
- Happisburgh**, Norfolk
D class: March 31 and May 15
- Hartlepool**, Cleveland
Relief 44ft Waveney ON 1001: March 31
44ft Waveney ON 1044: April 26
Atlantic 21: March 31, May 10 and 24

Harwich, Essex

Atlantic 21: March 6, April 1 (twice), 13, 17 and 22

Hastings, East Sussex

12m Mersey ON 1125: March 9, 12, 27, April 11, 14, 30 and May 3

D class: April 17, 22, 23, 30, May 3, 26 and 27

Hayling Island, Hampshire

Atlantic 21: March 3, 14, 27, 29, April 13, May 1, 4, 5 (twice), 6 and 27 (three times)

Helensburgh, Strathclyde

Atlantic 21: March 13, 31, April 7, 22, May 1, 6 and 21

Holyhead, Gwynedd

47ft Tyne ON 1095: April 9, 25, 26, May 14 and 27

D class: May 26 and 27

Horton and Port Eynon, West Glamorgan

D class: March 30, April 7, May 18 and 27

Howth, Co Dublin

52ft Arun ON 1113: March 3 (twice), 10, 18, April 19 and May 8

D class: March 20

Hoylelake, Merseyside

12m Mersey ON 1163: March 3, April 3, May 4 and 24

Humber, Humberside

Relief 52ft Arun ON 1081: March 24, 29, April 30, May 15 (twice), 17, 18, 27 and 31

Hunstanton, Norfolk

Atlantic 21: April 8, 21, May 23 and 26

Ifracombe, North Devon

12m Mersey ON 1165: March 5, 17, May 3 and 17

D class: March 27 (twice) and May 27

Invergordon, Highland

44ft Waveney ON 1033: March 7, May 13 and 21

Islay, Strathclyde

50ft Thames ON 1032: May 4 and 20

Kilkeel, Co Down

D class: March 15 and May 9

Kilmore, Co Wexford

37ft Oakley ON 976: April 12

Kinghorn, Fife

C class: March 17, 31, April 10, 14, May 6, 10 and 18

Kippford, Dumfries and Galloway

D class: May 18

Kirkcudbright, Dumfries and Galloway

Atlantic 21: May 12 and 27

Kirkwall, Orkney

52ft Arun ON 1135: March 13 and May 20

Largs, Strathclyde

Atlantic 21: March 15, 16, April 14, 18, 26 and 27

Lerwick, Shetland

52ft Arun ON 1057: March 2, 13 (twice), 27, April 11 (twice), 26 and May 7

Little and Broad Haven, Dyfed

D class: May 27 (twice) and 28

Littlehampton, West Sussex

Atlantic 21: April 11 and 14

Littlestone-on-Sea, Kent

Atlantic 21: April 14 (twice), 22 and 27

The Lizard, Cornwall

47ft Tyne ON 1145: March 8 and April 10

Llandudno (Orme's Head), Gwynedd

12m Mersey ON 1164: April 16

D class: March 11, April 1, 7, 14, 23 and May 27

Longhope, Orkney

47ft Tyne ON 1138: May 25

Lough Swilly (Buncrana), Co Donegal

D class: March 17, 24 and April 16

Lyme Regis, Dorset

Atlantic 21: March 3, 17, 20, April 13, 17, May 1, 25 and 28

Lymington, Hampshire

Atlantic 21: April 1 and May 7

Lytham St Annes, Lancashire

Relief 47ft Tyne ON 1142: March 25

(twice), 27, 29 and April 21

47ft Tyne ON 1155: May 26 and

27 (twice)

D class: March 3, 16, 29, April 9 and May 27 (twice)

Mablethorpe, Lincolnshire

D class: April 21

Mallaig, Highland

Relief 52ft Arun ON 1077: April 16, May 11 and 26

Marazion, Cornwall

D class: April 5 and May 25

Margate, Kent

37ft 6in Rother ON 1046: May 25

D class: May 30

Minehead, Somerset

Atlantic 21: March 17, April 17, May 12 and 26 (three times)

D class: May 12

Moelfre, Gwynedd

47ft Tyne ON 1116: April 17, 26 and May 21

Mudford, Dorset

Atlantic 21: March 24, 29 (twice), April 1 (twice), 24, 28, May 2, 5, 19 and 24

The Mumbles, West Glamorgan

Relief 47ft Tyne ON 1141: March 31 (twice)

47ft Tyne ON 1096: May 20

D class: April 14, 16 and 18

Newbiggin, Northumberland

Atlantic 21: April 12, May 2 and 20

New Brighton, Merseyside

Atlantic 21: April 1, 21 (twice), May 3 (twice) and 4

Newhaven, East Sussex

52ft Arun ON 1106: March 3, 9, 17, 18, 26, April 8, 10, 11, 14 (twice), 22, May 4, 16 and 29

Newquay, Cornwall

C class: April 16, 21, May 25, 28 and 30

New Quay, Dyfed

D class: April 1

North Berwick, Lothian

D class: May 14

Oban, Strathclyde

33ft Brede ON 1102: March 3, 9, 17 (twice), April 2, 3, 15, 18 (twice), May 1, 12 and 21

Padstow, Cornwall

47ft Tyne ON 1094: March 2, 4 (twice) and May 27

Peel, Isle of Man

Atlantic 21: April 15 and May 25

Penlee, Cornwall

52ft Arun ON 1085: March 8

Relief 52ft Arun ON 1108: April 21

Penarth, South Glamorgan

D class: March 12 (twice), 17, 21, 29, 30, April 14, 21, 27 (twice), May 6, 22, 25 and 26

Peterhead, Grampian

47ft Tyne ON 1127: March 3, 9 and May 1

Plymouth, South Devon

52ft Arun ON 1136: May 1, 15, 26 and 29

Poole, Dorset

33ft Brede ON 1089: March 8, 16, 18, April 1 (three times), 12, 19, 24, 27, 28 and May 5

Atlantic 21: March 8, 16 (twice), 18,

April 1 (four times), 2, 7 (twice), 13,

14, 19, 27 (twice), May 5, 12 and 28

Portaferry, Co Down

Atlantic 21: April 2, 6 and May 19

Porthcawl, Mid Glamorgan

D class: March 3, 30, April 14, May 7 (twice) and 10

Porthdinllaen, Gwynedd

47ft Tyne ON 1120: March 14 and May 18

Port Isaac, Cornwall

D class: March 14, 30 (twice), April 1 (twice), 5, 20, 29 and May 22

Portpatrick, Dumfries and Galloway

47ft Tyne ON 1151: March 1 and 20

Portree, Western Isles

44ft Waveney ON 1042: May 18

Portrush, Co Antrim

Relief 52ft Arun ON 1086: March 17, April 1, 16, 21, 27 and May 25

Portsmouth (Langstone Harbour), Hampshire

Atlantic 21: March 10, 25, 26, April 1, 13, 25, May 1 (twice) and 24

D class: April 1, May 5, 12 and 24

Port St Mary, Isle of Man

D class: April 21 and May 31

Port Talbot, West Glamorgan

D class: March 11

Pwllheli, Gwynedd

12m Mersey ON 1168: May 5 (twice)

D class: April 16, May 5 and 25

Queensferry, Lothian

Atlantic 21: March 24, April 2, 6 and May 19

Ramsey, Isle of Man

37ft Oakley ON 995: April 14



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£5000
 for the RNLI



COALPORT
 A Limited Edition
 of 2500



The reverse of the mug

The Grace Darling Mug

Honouring one and a half centuries of heroism at sea.

Now a legend forever – Grace Darling faced a wild and furious sea to save the lives of nine survivors from the shipwrecked SS Forfarshire on Big Harcar off the Northumberland coast.

1988 marked the 150th Anniversary of that fearless act of courage, made by the 22 year old lighthouse keeper's daughter and her father from the Longstone lighthouse in 1838.

This act of bravery made Grace Darling a heroine throughout the world – her memory still stands as a timeless monument to human courage.

The RNLI will benefit from the sale of EVERY PIECE!

Peter Jones China, who have exclusively commissioned this mug will send the RNLI a contribution of £2.00 from the sale of every Grace Darling mug illustrated here. When we sell 2,500 mugs it will raise £5,000 for the RNLI.

A fitting tribute

These contributions could go

towards a new lifeboat probably to be named 'Grace Darling' and which will see active service from North Sunderland in Northumberland.

Each and every contribution will therefore help today's lifeboatmen in their pursuit of saving others from the sea. **Please remember** – The Lifeboat Service is supported wholly by voluntary contributions.

Coalport China

Since 1750 Coalport have been famous for their standards of excellence – and Peter Jones China have chosen them to produce this fine bone china Grace Darling commemorative mug. It illustrates on one side the brave rescue made by Grace and her father William, the reverse side shows in fine detail the RNLI flag and the launching of a lifeboat. An attractive backstamp is also featured. Height 3" approx. Price £25 + £2 P&P.

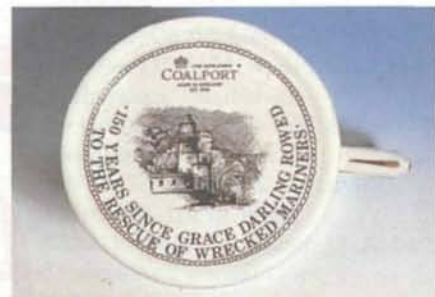
A Limited Edition of just 2500

This Coalport commemorative mug

will be produced in a limited edition of just 2500. Each mug will display the limited edition size on its backstamp and will be accompanied by an authenticating certificate. Surely this limited edition mug is a piece to cherish.

Please order promptly ...

to avoid disappointment. **Please remember** when you buy this mug you are actively helping to support the RNLI. *Please allow 28 days for delivery.*



The interesting back stamp

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A generous donation from the sale of EVERY Grace Darling mug will go to the RNLI

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TOTAL	<input type="text"/>

Overseas Postage & Packing £6/\$11 for each mug

I enclose cheque/postal order for £
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Ramsgate, Kent

47ft Tyne ON 1154: March 16, 28 and April 13 (twice)

Relief 47ft Tyne ON 1122: May 4, 13, 17, 21, 28 and 29

Atlantic 21: March 28, April 9, 11, May 27 and 28

Redcar, Cleveland

Atlantic 21: March 17, 31 (four times), May 12 (twice) and 26

D class: March 31 and May 26

Rosslare Harbour, Co Wexford

52ft Arun ON 1092: March 11

Rye Harbour, East Sussex

C class: March 10, 16, April 8, 14 and May 8

St Abbs, Borders

Atlantic 21: March 24, April 6 (three times) and May 18

St Agnes, Cornwall

D class: April 20 and May 1

St Bees, Cumbria

C class: March 23

St Catherine, Channel Islands

Atlantic 21: May 5, 26 and 29

St David's, Dyfed

47ft Tyne ON 1139: March 16 and May 29

St Helier, Channel Islands

47ft Tyne ON 1157: April 10, May 18, 19 and 24

St Ives, Cornwall

12m Mersey ON 1167: March 1, 24 and April 2

C class: April 2, 16 (twice), May 28 and 29

St Mary's, Isles of Scilly

52ft Arun ON 1073: April 6

Relief 52ft Arun ON 1108: April 18 and May 13

St Peter Port, Channel Islands

52ft Arun ON 1025: March 17 (twice), 18, 27, 30, April 16, May 4, 5 and 15

Salcombe, South Devon

47ft Tyne ON 1130: March 10 (twice), April 2, 12 and May 7

Scarborough, North Yorkshire

37ft Oakley ON 979: March 31

D class: March 31, April 8 and May 3

Selsey, West Sussex

47ft Tyne ON 1074: March 3, April 13 and May 7

D class: May 12 (twice) and 31

(four times)

Sennen Cove, Cornwall

Relief 37ft 6in Rother ON 1022: April 15 and May 4

Sheerness, Kent

Relief 44ft Waveney ON 1002: April 14, 30 and May 5

D class: April 4, May 5, 13, 15 and 18

Sheringham, Norfolk

37ft Oakley ON 986: March 30 and April 1

Shoreham Harbour, West Sussex

47ft Tyne ON 1158: March 10, 14 (twice), April 5, 8, 10, 11 and May 16

D class: April 13 (twice), 14 (three times) and May 27

Silloth, Cumbria

Atlantic 21: May 26

Skegness, Lincolnshire

D class: April 7

Skerries, Co Dublin

D class: March 31 and May 22

Southend-on-Sea, Essex

D class: March 7, 17, April 1, 4, 7 (twice), 14, 16, May 4 and 8

Atlantic 21: March 15, 17, 23, 25, 31, April 1, 14 (twice), 30, May 4 (twice), 7 and 23

Staithe and Runswick, North Yorkshire

Atlantic 21: March 17 and 31

Stornoway (Lewis), Western Isles

52ft Arun ON 1098: March 4, 19, April 6 and 12

Stranraer, Dumfries and Galloway

D class: May 3 and 13 (twice)

Stromness, Orkney

52ft Arun ON 1099: March 17, April 16 and 18 (twice)

Sunderland, Tyne and Wear

44ft Waveney ON 1043: March 26

Relief 44ft Waveney ON 1001: May 2, 6 and 13

D class: April 7 (twice) and May

13 (twice)

Swanage, Dorset

37ft 6in Rother ON 1023: March 16, 28, April 30, May 13 and 24

Teesmouth, Cleveland

47ft Tyne ON 1110: March 4, 31 and April 27

Teignmouth, South Devon

Atlantic 21: March 3, April 16, May 5 and 7

Tenby, Dyfed

47ft Tyne ON 1112: April 16 (twice), May 1 and 26

D class: March 30 (twice), April 11, 16 (twice), May 1, 6, 15, 26 (four times) and 27

Thurso, Highland

52ft Arun ON 1149: March 2, April 7 and May 28

Tighnabraich, Strathclyde

D class: March 15, 16, 26, April 2 and 29 (twice)

Tobermory, Strathclyde

54ft Arun ON 1052: March 5, 17, 24, April 11, 25, 28, May 6, 17 and 26

Torbay, South Devon

54ft Arun ON 1037: March 19, 21 (twice), April 1, 5, 7, 11, May 4, 14 and 25

D class: April 1, 30, May 25 and 27 (twice)

Trearddur Bay, Gwynedd

D class: March 30, 31, April 1, 9 and May 12

Troon, Strathclyde

52ft Arun ON 1134: March 13, 22, April 18, May 3, 5, 8 and 26

Tynemouth, Tyne and Wear

52ft Arun ON 1061: March 4, May 6, 13 and 23

D class: May 20 and 24

Walmer, Kent

D class: April 7 (twice)

Atlantic 21: May 4 and 17

Walton and Frinton, Essex

48ft 6in Solent ON 1012: April 13 (twice) and May 23

Wells, Norfolk

D class: April 1 and May 27

West Kirby, Merseyside

D class: March 2, 3 and 31

West Mersea, Essex

Atlantic 21: March 17, 18, 28, April 14 (twice), 25, 26, May 4 (twice), 5, 11 and 22

Weston-super-Mare, Avon

D class: April 8 (twice), May 18 and 27

Atlantic 21: April 8 and May 6

Weymouth, Dorset

54ft Arun ON 1049: March 31 and May 26

Whitby, North Yorkshire

47ft Tyne ON 1131: March 17, 31, April 16, 18 and 30

D class: March 29 (twice), April 2, May 12, 25 (twice) and 26 (twice)

Whitstable, Kent

Atlantic 21: April 1, 6, 17 (twice), May 12, 18, 26 and 28

Wick, Highland

47ft Tyne ON 1121: March 5, April 25 and May 7

Wicklow, Co Wicklow

47ft Tyne ON 1153: April 28 (twice) and 29

Withernsea, Humberside

D class: April 7, 28 (twice) and May 15

Workington, Cumbria

48ft 6in Solent ON 1021: March 4

Yarmouth, Isle of Wight

52ft Arun ON 1053: March 13, April 22, 23 and May 7 (twice)

Youghal, Co Cork

Atlantic 21: March 16

Lifeboats on Passage

Arun ON 1100: May 21

Fast Afloat Boat 3 prototype ON 1179: May 29

Lifeboat Services March, April and May 1991

The services listed are those for which returns had been received at headquarters by 31 July 1991. There may be additional services for which returns had not been received by that date.

People and Places

On Station

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

ALL-WEATHER

Ramsey - Mersey 12-14 (ON 1171) *Ann and James Ritchie* on 12 July 1991.

North Sunderland - Mersey 12-16 (ON 1173) *Grace Darling* on 7 August 1991.

INSHORE

Relief - D417 on 3 July 1991.

Relief - D418 on 10 July 1991.

Luck of the Draw

Russ Abbot was playing it straight for once when he drew the twenty winners of the 54th national lottery on Wednesday 31 July at RNLi Headquarters in Poole.

Nevertheless, this popular comedian and man of many guises couldn't resist cracking the odd joke or two to keep the large audience in attendance laughing.

Russ, who was appearing in his Summer Show at the Bournemouth International Centre, is well-known for his TV show 'Russ Abbot's Madhouse'.

Lt Cdr Brian Miles, the RNLi's Director, and Anthony Oliver, deputy head of fund raising and marketing supervised the proceedings.

Between the jokes, Mr Anthony Oliver announced that for the first time in the RNLi's history the lottery had raised over £100,000 - £102,119 to be exact. Thanks are given to all who supported the lottery and helped to achieve this record total.

Prizewinners of the 54th national lottery are: **£2,000:** Mr and Mrs F.M. Merritt,

Joking apart: Russ Abbot turns his hand to the more serious task of picking the winners of the 54th national lottery, in the company of Peter Holness, RNLi corporate fund raising manager. *Photo Poole Advertiser*



Surprise, surprise!

The Rotary Club of Southend-on-Sea (East) played host to members of Southend-on-Sea lifeboat station crew on 21 June 1991 - and surprised one of the guests with the highest honour that the Rotary Club can award!

Seven crew members, the deputy divisional inspector of lifeboats for the south east division Colin Williams and regional organiser (eastern) George Price

joined the Rotarians and Ladies for their weekly meeting.

During the evening, Southend-on-Sea's honorary secretary Colin Sedgwick was awarded the Paul Harris Fellowship award in recognition of his 32 years of service to the RNLi and the community. Mr Sedgwick is a rare recipient of the award, not often presented to non-Rotarians.

Mr Sedgwick started service as a Watson class lifeboat crew member at 17.

Preston, Lancs. **£1,000:** Mrs H. Charity, Northwich, Cheshire. **£500:** Mr A. Flockhart, Edinburgh. **£250:** Mr Roscoe, Nr Dartmouth, Devon. **£100:** Mr H. Bishop, Upper Belvedere, Kent; Mr Hicks, Sheffield, South Yorks; Mr A. Piper, Hastings, East Sussex; Mr A.M. Hayward, Wakefield, Yorks; Mr J.A. Boston, Kings Norton, Birmingham; Miss P.M. Walton, Walthamstow, London; Mr and Mrs T. Hobday, Clevedon, Avon; Mrs J Harris, Birkenhead, Merseyside. **£50:** Mr J.V.G. Hawkes, Liss, Hants; Mrs E. Bennett, Stanmore, Middlesex; Mr B. Bertlin, Leatherhead, Surrey; Mrs J. Pearson, Redcar, Cleveland; Mrs O. Evans, Falmouth, Cornwall; Mr R. Grant, Redhill, Surrey; Mr T.V.A. Mursell, Ryde, Isle of Wight; Mrs V. Leggett, Gidea Park, Essex.

One of the £50 winners has kindly donated the prize money to the RNLi, the third prize winner donated £25 and the fourth prize winner was none other than Mr Roscoe of the RNLi's PR committee!

Second prize winner Mrs Charity - a most appropriate name - wrote to say she was forever grateful to the RNLi, as the Institution was responsible for rescuing her husband and son when they were in trouble off the north Wales coast some years ago.

Win a Volvo in the next lottery!

The 56th national lottery will be drawn on 31 January 1992. The national lottery has been running with cash prizes for 14 years, during which time the ticket price has remained 25p.

The 56th lottery, with its first prize of a Volvo 440 car, together with cash prizes, marks a turning point and the cost of the ticket is now 50p.

School playtime

After a fund raising effort which raised £25,000, the children of a London school are now the proud owners of *William Henry and Mary King*.

The Oakley class lifeboat, which saw service at Cromer (1964-1967), Bridlington (1967-1988) and North Sunderland (1989-1990) and which saved a total of 84 lives, is now on permanent station as the centrepiece of Drayton Park School's playground.

The school intends to build a play structure all around it with ropes and ladders and keep a permanent exhibition of the RNLi's work and history inside the lifeboat.

The scheme was a joint venture between the Drayton Park School and Islington Schools Environment Project.

Obituaries

With deep regret we record the following deaths:

JANUARY 1991

George Harrison BEM, mechanic at Lytham St Annes from 1939 to 1978. George, who was perhaps the longest serving mechanic, was awarded a Bronze medal in 1939, the Thanks of the Institution on Vellum in 1962 and the BEM in 1972.

MARCH 1991

Alan Bowers, administrative officer at Port Erin lifeboat station from 1987 to February 1991 and deputy launching authority from 1971 to 1988. Mr Bowers was also chairman of the station from 1982 to 1987 and awarded a silver badge in 1989.

MAY 1991

Kenneth Harcourt Williams, a member of the Falmouth branch committee from 1951-65, chairman from 1966-1980 and vice president from 1981-1991. He was awarded the silver badge in 1976.

JUNE 1991

J.R.H. Williamson, chairman of Lerwick branch from 1983 to 1988. He was vice chairman from 1980 until his election as chairman and had been a member of the branch since 1976.

Mrs G.W. Taylor, vice chairman of Ilkeston branch and member since 1966.

Long service badges

The Long Service Badge for crew members and shore helpers who have given active service for 20 years or more has been awarded to:

Aberystwyth - Crew Members G.J. Edwards and R.J. Gorman
Calshot - Coxswain J. Horton
Clacton - Crew Member T. Bolingbroke
Hastings - Crew Member P. Thorpe
Porthdinllaen - Crew Member J.B. Hughes
St Davids - Coxswain D. Chant, Second Coxswain M.C. Gray
Thurso - Second Coxswain J.D. Manson, Second Coxswain W.D. Munro
West Kirby - Crew Member J. Hopkinson.



Snapshot of the past

Readers may be interested in these two photographs sent to THE LIFEBOAT by Frank Kilroy, station honorary secretary of Lytham St Annes station branch.

They show the St Annes Ladies guilds in 1922 and again, 69 years later, in 1991.

The original picture was taken outside the lifeboat house in Eastbank Road, St Annes. The lady in the centre in black with the large floral hat is Lady Marion Macara. In 1891, Lady Macara started the Ladies' Auxiliary Committees of which St Annes was one of the first and which later became the foundation stone of the Ladies' lifeboat guilds.

The boat in the background is the *James Scarlett*. This was the last lifeboat to be stationed at St Annes as the station closed in 1925.

In 1924, the towns of Lytham and St Annes were amalgamated.

When in 1931 the Lytham station received its first motor lifeboat, the *J.H:W.*, the Institution directed that the station be named Lytham St Annes. However, the St Annes and Lytham Ladies' guilds both opted to remain as separate fund raising bodies, as they still are to this day.

Above left: St Annes Ladies' lifeboat guild in the early days of 1922. Below: The guild as it appears today.
 Photo Tony Stevenson

Mrs C.A. Kiddle, president of Eastleigh branch from 1971 to 1991. She was honorary secretary from 1945 to 1971 and was awarded a silver badge in 1965 and a gold badge in 1981.

Mrs D. Rowson, president (1989-1991) and honorary secretary of Wainfleet and District Ladies' lifeboat guild (from its foundation in 1962 to 1991). She was awarded a silver badge in October 1980.

Wally Langstone, honorary secretary of Romford branch from 1986-1991.
 JULY 1991

Charles Knill, president of Ilfracombe lifeboat station branch since 1983. He joined the beach party in 1950 and was appointed head launcher in 1958 until his retirement in 1979. He carried out duties as deputy launching authority from 1970-1983 and was awarded a silver badge in 1980.

Lady Birsay MB CHB, president of Edinburgh Ladies' guild since 1967 and member of executive committee of Scottish Lifeboat Council representing Edinburgh (permanent seat) since 1969. She was awarded a silver badge in 1988.

Robert Moore, committee member and honorary treasurer of Lowestoft station branch for 30 years. He was awarded a silver badge in 1981.
 AUGUST 1991

Mr Cyril Gadd, a committee member of the Hitchin and District branch since its formation in 1982.



Presentation of Awards

The entry for Mrs M. Wentworth in the list of awards (THE LIFEBOAT, Summer 1991) should have read:

Mrs M. Wentworth, Harrogate Ladies' lifeboat guild: chairman 1950-1960. Central London Branch: committee member 1961 to date, vice chairman 1975-1976.

Birthday Honours

Two RNLI coxswains and a mechanic were awarded the British Empire Medal for their services to the Institution in HM The Queen's Birthday Honours list:

Bruce Brown BEM, mechanic at Walmer lifeboat station. Mr Brown served as mechanic from 1962-1973, acting coxswain/mechanic from 1973-1974, coxswain/mechanic from 1974-1982, and has been mechanic at Walmer since 1982. He was awarded the Thanks of the Institution on Vellum in 1969, a Bronze medal in 1977 and a Long Service Badge in 1982.

Bruce Herbert BEM, COXSWAIN of Rhyll lifeboat. Mr Herbert joined the crew in 1952 and the shore crew in 1956, becoming a deckhand in 1959. He was a member of the inshore lifeboat crew from 1970-1974 and appointed coxswain in 1973. Mr Herbert was awarded a Long Service Badge in 1982.

William Lennon BEM, COXSWAIN of Donaghadee lifeboat from 1983 until his retirement this year. He joined the crew in 1954 and was second coxswain from 1981-1983. Mr Lennon was awarded a Long Service Badge in 1982.

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

CBE

Arthur Booth CBE, chairman, South and East Cheshire Training and Enterprise Council and chairman, Refuge Group. Mr Booth is the vice president of Manchester branch.

John Laing CBE, chairman of John Laing (contractors for new headquarters building).

The Countess

Mountbatten of Burma

CBE, chairman joint committee, Order of St John and British Red Cross Society and vice president British Red Cross Society.

KCB

Sir John Bourn KCB, Comptroller and Auditor General and deputy chairman of CISPOTEL.
 BEM

Mrs D.K.P. Dennis BEM, for services to the community in

Godstone. Mrs Dennis is a member of Godstone branch.

R.G. Jago BEM, for service with the Ministry of Defence at Devonport Naval Base. He is also a member of Plymouth lifeboat crew.

O.A. Harbour BEM, for services to the community in Bembridge. He is also a winchman at Bembridge lifeboat station.

In the Open

The RNLI headquarters and depot's bi-annual Open Days were postponed from 1990 to 1991 because of building work – but the wait was worthwhile...



Above. A lovely day for a swim. Excellent weather over the two days made life a little more pleasant for the crews demonstrating righting techniques. Here the air bag on an Atlantic 21 brings her swiftly upright just off the depot quay. D class and Atlantic 21 demonstrations alternated over the two days.

Nearly 1,000 people took the guided tours of the RNLI buildings during the two Open Days – and this was but a fraction of the total number of visitors...



Above. The real thing – visitors wait their turn to board the Arun class *Duke of Atholl*. **Inset.** And in miniature – a Tyne class 'on service' in the model display pond.



Above. Loading the RNLI's Mercedes 'road train'. Driver George Dadson demonstrates how an Atlantic 21 can be loaded single-handed with the hydraulic crane.

Right. The timed competition to dress in lifeboatmen's clothing attracted the youngsters. As a finale the senior staff of the Institution took part in a hotly contested, and frequently sabotaged, play-off!



Above. Just an illusion. Visitors come 'ashore' after an exciting ride in the Ventura simulator, glad to get their feet on solid ground again.

Right. 'And it's Goodbye from him...' A Coastguard helicopter makes a farewell fly-past after one of the joint winning displays with an inshore lifeboat. The Coastguard also mounted a comprehensive shore-side display of their search and rescue role.



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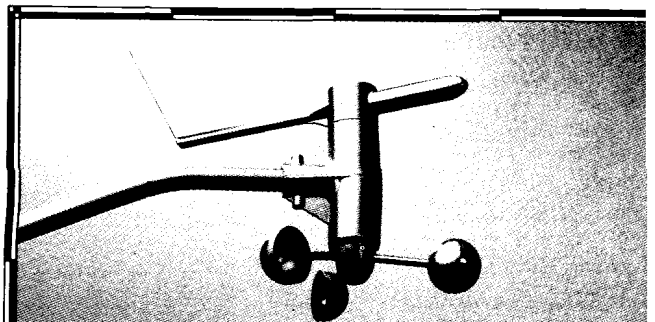


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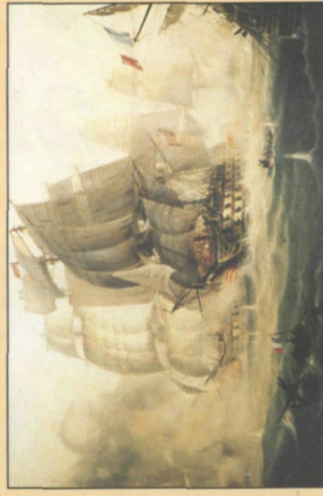
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