

The

Lifeboat



Spring 1992

Bronze Medal service at Withernsea

Nationwide fund raising events

Simple self-righting



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Contents

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COVER PICTURE

by

Rick Tomlinson

(Rothman Sailing)

Bright and breezy conditions for the Ballyglass Arun class lifeboat ON 1159 *Mabel Williams* off the west coast of Ireland.

Next Issue: The Summer issue of THE LIFEBOAT will appear in July 1992, and news items should be received by Friday, 22 May 1992, but earlier if possible.

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

Photographs intended for return should be accompanied by a stamped, addressed envelope.

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For further information on how to join the Institution as a Member or Governor contact the Membership section at RNLI Headquarters, West Quay Road, Poole, Dorset BH15 1HZ. Subscriptions are also available, contact the Editor at the same address for details.

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1,188 lives saved in 1991

Provisional figures for 1991 indicate that lifeboats were called out 4,407 times during last year and that 1,188 people were saved from death at sea by lifeboatmen and women.

Lifeboats were at sea for a total of 6,800 hours. 30% of services were either partly or completely conducted in darkness and 11.3% were carried out in Force 8 or over. 58% of call-outs were launches to all categories of pleasure craft.

Since it was founded in 1824, the Institution has saved more than 122,000 lives. It is estimated that around £48 million will be needed to run the lifeboat service in 1992, all funds being raised from voluntary contributions.

Newspoint

20 years at 30 knots

The Atlantic 21 rigid inflatable lifeboat is such a modern design it is sometimes hard to realise that 1992 marks the 20th anniversary of the class.

It was in June 1972 that B503, the first Atlantic 21 to go on station, took up her duties at Hartlepool - to be followed by three more stations later that year.

Such was the success of the versatile, 30-knot lifeboat that a decade later there were 30 stations operating Atlantic 21s, and by the end of 1991 46 stations had been allocated the RNLI's fastest lifeboat.

Stations receiving the new boats to replace old, slow lifeboats found that the number of call-outs normally increased, and by the end of 1991 Atlantic 21s had launched 13,665 times, saved 4,251 lives and their crew members had won 12 medals for gallantry.

The design has been refined over the years and the development of an 'Atlantic 22' will see the class active well into the 21st century - a fine testimony to the success of one of the Institution's most versatile lifeboats.

Trial summer station for Looe

At a recent meeting of the Institution's executive committee, it was agreed to re-establish a lifeboat station at Looe in Cornwall for a trial period of one summer season.

Establishing the station is subject to suitable accommodation being available to house the lifeboat, a 16ft D class inflatable which it is hoped would begin operations during the summer season of 1992. The situation would be reviewed at the end of the trial period.

The decision to extend lifeboat cover in the area reflects the increasing number of leisure craft that are using local waters.

● The RNLI's executive committee has also approved the permanent establishment of a summer-only D class lifeboat station at Ilfracombe.

At the dentist

'Filling time' while waiting for the dentist's drill at his local surgeon in East Ham, London, the RNLI's assistant public relations officer Robin Sharp spotted two well-thumbed and obviously well-loved issues of THE LIFEBOAT Journal - of Winter 1985/86 and Summer 1986 respectively - on the reception room table.

The two journals, still faithfully serving the RNLI as well as acting as a welcome diversion for those about to 'open wide', may well hold the record for 'active service in a waiting room'.

Unless, of course...

New committee of management member

Swansea's Commodore Robert Hastie has been elected to serve on the committee of management, responsible for running the RNLI.

The committee is composed of 26 vice presidents plus 40 elected members who volunteer their knowledge and experience in a variety of fields such as boat design and construc-



First launch for The Four Boys

At 1030 on 28 November 1991, Sennen Cove's new Mersey class lifeboat *The Four Boys*, the first Mersey to be allocated to a slipway station, sped down the slipway on its first launch at its new home.

The lifeboat, named in memory of the four boys who drowned on a school trip when they were swept from the rocks at Lands End in May 1985, had arrived to

a tremendous welcome from the local community.

On the day of the launch, school children lined the beach area and a school of porpoise cavorted just off the slipway.

Ex-coxswain/mechanic Maurice Hutchens, who was at the wheel during the search for the four boys, was asked by the present coxswain/mechanic Terence George to take the wheel for the first launch.

Photo Phil Monkton

tion, and offer commercial, industrial, financial, public relations, fund raising and medical skills.

The committee, which meets three times a year, works through an executive committee and various sub-committees.

Commodore Robert Hastie CBE RD* VL RNR (RETD) joined the Royal Navy for National Service in 1951 and has been involved with the Senior Service ever since.

He was made Aide-de-Camp to Her Majesty the Queen in 1977 and became a Commodore, RNR in 1979.

A Justice of the Peace and vice lieutenant of West Glamorgan, he has also been chairman of the Mumbles lifeboat station since 1987.

Commodore Hastie is married with three children and lists his recreations as sailing, shooting, skiing and tennis.



A gift to warm the cockles

Mr J.P. Young, an American gentleman, has been raising his glass in a toast to lifeboat crews every year for the past few years by making a donation to the RNLI with the specific purpose of giving whisky to lifeboat crews.

Over the years, the cockles of every lifeboat station crew have been warmed by Mr Young's thoughtful gift, and now the crews are starting to enjoy a wee dram for the second time around. This year, four bottles of whisky were delivered to all lifeboat stations in Ireland in time for Christmas.

Scottish Lifeboat Council convener

The retiring convener of the Scottish Lifeboat Council, Sir Charles McGrigor, was presented with an inscribed silver salver from the new convener, His Grace the Duke of Atholl, on 23 October 1991.

The salver was presented to Sir Charles from the members of the executive committee of the Scottish Lifeboat Council in recognition of his endeavours as convener from 1975-1991.

The presentation took place at a lunch in the Bal-

Colour change for crew clothing

The fluorescent 'traffic yellow' colour of the Musto protective clothing supplied to crews of all-weather lifeboats is to be changed to non-fluorescent 'old gold'.

Fluorescent colours such as the 'traffic yellow' have a relatively low resistance to UV light, which results in the deterioration of the nylon yarn and therefore a lower resistance to wear and tear.

As yet, it is not possible to produce a fluorescent clothing which is colour-fast, although the problem is being researched.

In contrast, 'old gold' - which is closer in colour to that of the traditional oilskin - has a light stability factor six times greater than the current fluorescent yellow.

The new colour will be phased in once the stock of existing material has been used up.

moral Hotel, Edinburgh, and was attended by members of the executive committee and the RNLI's Director and head of finance.

Sir Charles McGrigor (below left) receives an inscribed silver salver from His Grace the Duke of Atholl on his retirement from office as convener of the Scottish Lifeboat Council.

Two new Atlantic 21s for Wales

The C class lifeboats of two stations in Wales are to be replaced by Atlantic 21 class lifeboats, both of which are expected to arrive on station in 1993.

Both Aberystwyth and Crickieth have been allocated the larger rigid inflatable lifeboats, which will be launched and recovered by tractor and drive-on, drive-off trolley, providing improved cover to meet the growing demands on these stations.

Like father, Like son

The lifeboatmen of Lerwick station certainly like to keep things in the family.

Station honorary secretary since 1968, Magnus Shearer senior felt the time had come at last to step down from his position. Determined to keep up the family tradition, Magnus Shearer junior - who has served as Lerwick's deputy launching authority since 1983 - has followed in his father's footsteps by taking up his new honorary secretary role on 27 February 1992.

Rotary Club honour Mablethorpe

Alford and Mablethorpe Rotary Club presented their prestigious 'Paul Harris Community Service Award' to members of Mablethorpe lifeboat station at the Grange and Links, Sandilands in February this year.

Mr Ian Noyes of the Rotary Club said the evening had been organised 'to honour a group of men with total commitment and selfless devotion to others and to present them with the highest Rotary award.'

The award was received for the station by Mr Rod Stones, who spoke of the

interest their community takes in RNLI efforts.

During the evening, a personal 'Paul Harris Fellowship Medal' was awarded to founder member of Mablethorpe RNLI and honorary secretary Mr Bill Stoney, in recognition of 28 years uninterrupted service to the lifeboat station.

Mr John Handley, local Rotary president, described Mr Stoney as a 'rare specimen, a man of special qualities'. The regular flow of lifeboat volunteers, he said, was a tribute to his leadership and personality.

Mr Stoney was awarded the RNLI's Gold Badge in 1988.

Brian Stevenson

With deep regret, the Institution has announced the death of Brian Stevenson, regional organiser for the north east.

Brian died in a car accident on Friday 7 February 1992 after apparently suffering a heart attack at the wheel. No one else was hurt.

Brian joined the RNLI in 1975 from Elsam, Mann and Cooper of Liverpool where he had worked since 1953.

He was a keen yachtsman, a committed scouter who ran his own groups for many years, and an enthu-

siastic supporter of New Brighton lifeboat station. He was also a member of the crew from 1974-1979 and, for a time, the station's press and publicity officer.

By a happy coincidence, he was appointed area organiser for the north west region on his birthday, 1 September 1975. In May 1982, he was promoted to regional organiser for the north east.

Brian's funeral was held on 14 February at the Baptist Church in Harrogate. He leaves a widow, Joyce.





Inshore Lifeboat Centre, Cowes to host Open Days this summer

Definitely dates for your diary!

The Inshore Lifeboat Centre at Cowes on the Isle of Wight is to hold Open Days on Friday 31 July and Saturday 1 August.

The Open Days, the second day of which coincides with the start of the island's Cowes Week, are being organised in celebration of the 25th anniversary of the opening of the Centre and to commemorate the 20th anniversary of the Atlantic 21 rigid inflatable lifeboat.

The programme of events includes daily demonstrations, with commentaries, of the capsize and righting of an Atlantic 21 and a D class lifeboat, and a helicopter winching exercise, as well as a daily sail-past of inshore lifeboats.

Lifeboat workshops and the new training centre will be open to the public, and those who work on the construction of the inshore lifeboats will be present to answer your queries.

Photographs will be on display and lifeboat videos

will be shown, and souvenirs and refreshments will be on sale. Especially for the children, there will be a treasure hunt and games.

Special events taking place on the Friday will be the naming of the new relief Mersey class lifeboat *Bingo Lifeline* and the draw for the 58th National Lottery. The events are scheduled to commence at 2pm.

Please note that the draw for the quarterly RNLI National Lottery will be made on 31 July at the Inshore Lifeboat Centre, Cowes Open Days and not at RNLI Headquarters in Poole as printed on the lottery tickets.

It is hoped that both the lottery and the naming ceremony will be conducted by a well-known personality, but details are yet to be confirmed.

Opening times for Friday 31 July are 10am to 6pm, and on Saturday 1 August, 10am to 5pm.

Admission is free and there will be limited free car parking available.

Showboat – and carriage



So often the Cinderella... This year a sizeable stand at the London Boat Show enabled the Talus tractor and sophisticated Mersey launching carriage to share the limelight with the lifeboat they launch. Photo Mike Anker, Take Two

Thanks to the generosity of the organisers of the London Boat Show in supplying the space and Volvo for sponsoring the cost of the stand the RNLI was able to put on a fine show at the 1992 London International Boat Show at Earls Court in January.

The large space available meant that it was possible to display not only a Mersey class lifeboat but also her sophisticated carriage and waterproof tractor.

Crew members from Newquay, St Ives, Skegness and Margate manned the lifeboat to answer questions from visitors.

Although the attendance at the show was down on 1991 and purse strings noticeably tighter the RNLI's receipts were down by only about 3%, largely due to the success of the lottery with its prize of a Volvo car.

The Chelsea pensioners once again showed their indefatigable spirit with their collecting boxes to bring in well over £8,500, and there were several large cheque presentations on the central pool display, some of which are mentioned in The Fund Raisers in this issue. The RNLI's annual Public Relations awards were also presented at the show.

This year the recipients were the Daily Telegraph, the Hull Daily Mail and BBC Radio Cornwall.

Raymond Baxter, a vice president of the RNLI and chairman of the public relations committee, presented the framed Records of Thanks on the central jetty.

The awards are made annually to individuals or the media who have made a special contribution in publicising the work of the RNLI.

In the last 12 months, the Daily Telegraph has given consistent coverage of the RNLI with news and picture stories and one, on the end-of-year statistics, occupied all the back page editorial space. The junior readers' Young Telegraph also ran a feature.

The Hull Daily Mail published a 24-page colour supplement on the work of the RNLI which gave an excellent impression of the Institution to locals and holidaymakers and resulted in valuable publicity.

BBC Radio Cornwall has shown a special interest in the RNLI and lifeboat stations in its area, giving excellent coverage of operational and fund raising activities and regional staff and lifeboat station personnel make regular appearances on air.

In September, a radio-car visited 12 local lifeboat stations in one day and broadcast live from RNLI events being held at each of the locations.

New deal guarantees £50,000 for the RNLI

A new initiative which is guaranteed to raise at least £50,000 for the lifeboat service over the next three years has been signed and

sealed by the RNLI and insurance company Frizzell.

In this new arrangement, recently approved by the Director of the RNLI and Ian Woolley, divisional director of Frizzell, the Institution will receive a contribution equivalent to 2.5% of the insurance premium for each motor, home, small craft or travel insurance policy taken out with the Bournemouth-based company by RNLI supporters.

The RNLI's Director Lieutenant Commander Brian Miles, left, and Ian Woolley, divisional director of Frizzell, seated, put their seal of approval on the insurance scheme which is guaranteed to raise at least £50,000 for the Institution over the next three years.





Membership News

Governors • Shoreline • Storm Force

Welcome!

If you have just joined us as a member of the RNLI through one of our recent advertisements or promotions and are reading THE LIFEBOAT journal for the first time - WELCOME ABOARD!

This members page is designed to keep you in touch with membership issues.

We hope you will enjoy learning about how the Institution promotes membership and the efforts that are made to be as efficient as possible, while catering for your needs, as well as all the other issues which make the RNLI membership scheme tick.

Vital attraction - an update

In the previous issue, we told you of a special promotional pack aimed at recruiting new members.

Two packs were designed. One featured the Tenby lifeboat crew, entitled 'These men have one of the most demanding jobs in Britain'. The other showed Peter Thomson, coxswain of Whitby lifeboat under the title 'Britain's brave lifeboatmen need your support now'.

In December these packs were mailed to the customer lists of various organisations, as well as to non-member customers and donors of the RNLI.

This is the first time the RNLI has tried this type of promotion. As well as the obvious apprehensions and expectations of achieving our targets, we were very concerned that the promotion was implemented to the highest standards, befitting the reputation of the RNLI.

The results are exciting and intriguing, and although nothing is ever perfect, the promotion has been very worthwhile.

The results...

Our ambitious targets were to generate over 3,000 replies and to raise nearly £60,000. At the time of writing, we have received

over 6,000 replies and raised a total of £112,000 (and still counting!).

We are delighted with these results. However, there is an interesting twist to this story!

From our experience with regular membership recruitment advertisements and inserts which appear in national newspapers and magazines, it was anticipated that the great majority of replies would be new member subscriptions. After all, membership recruitment was the main aim of the exercise. The surprise is that over two thirds of the response came as donations.

Obviously, these donations are greatly appreciated and will fund much worthwhile RNLI work in the future. But from a planning point of view, it is the subscriptions which provide a regular, predictable flow of funds, thereby giving the Institution the confidence that future needs will continue to be met.

We are left wondering whether this is the first sign that the recession is affecting the RNLI. Perhaps new supporters do not feel able to enter into a 'committed' way of giving due to a lack of confidence in their own future finances. While wishing to give

their support now, they may feel able only to make a one-off donation.

We will continue to monitor this change in support in coming months.

The lessons...

Despite our efforts, it appears a very small number of existing members received one of the promotional packs. Please accept our sincere apologies if you were one of the few inadvertently troubled. Rest assured we will do our utmost to eliminate the

carried out in a professional, careful and sensitive manner.

Direct debits and covenants

Please accept our thanks if you have recently completed the new direct debit and covenant forms.

More than 12,000 members responded to the recent mailing sent to those with 'old style' direct debits and covenants. We are now immersed in paperwork and busily updating our records!

It is hoped that the new



problem next time round.

However, of the thousands of packs distributed, the error rate was proportionally very low and has therefore had an insignificant impact on the promotion's overall success.

The future...

Due to the success of this first trial, we hope to repeat a similar exercise in April or May.

This method of recruiting new support to the RNLI holds tremendous potential and with your help we will ensure it is

'These men have one of the most demanding jobs in Britain'. The Tenby lifeboat crew (above) featured in one of two RNLI promotional packs, which have proved extremely worthwhile in recruiting new members.

direct debit and covenant forms will reduce significantly our future paperwork, helping us to provide you with a better service. In addition, our administration costs will also be reduced.

In the meantime, please bear with us if there is a delay in responding to your enquiries while we clear this mountain of paperwork. Thank you.

Where there's a will, there's a way...

TO HELP THE RNLI

The RNLI needs some £48m to fulfil its commitments during 1992 – and to raise such a huge sum of money from entirely voluntary contributions the Institution looks to a vast number of very varied sources. Flag weeks, collecting boxes, branch and guild events, members, and commercial concerns all play their part – as does the Institution's income from legacies.

Obviously there are many occasions when contributions result from a combination of the different aspects of the RNLI's fund raising, defying strict identification of their source, and this is probably most true of the RNLI's legacy income.

It can be difficult to pin-point the reason why someone should leave money to the Institution in their will. Sometimes there appears to be no direct link, except perhaps an unspo-

ken admiration of the work of lifeboatmen and women, but often it turns out that the benefactor has belonged to a branch or guild, has been a member – or has been directly influenced by someone connected with the RNLI's work or fund raising.

One recent lifeboat, for example, was funded as the result of a branch dinner and the ability of a coxswain to talk about his work! A gentleman who attended was so impressed by the speaker, the lifeboat coxswain, that very soon afterwards

he changed his will in favour of the RNLI. The volunteer crews and volunteer branch members combined to result in a substantial legacy, and a brand new lifeboat.

There is no doubt that the constant 'flying the flag' by everyone connected with the lifeboat service contributes in some way to each and every legacy. The friendly 'thank you' for a few pence in a collecting box or a cheerful greeting at a branch coffee morning can be the trigger for a most welcome legacy.

Some 60% of the RNLI's total income is provided by legacies, and this one example shows how it is the combination of the volunteers' efforts which ultimately generates legacy income.

Whatever the reason the Institution is very grateful for the generosity of so many people, because it is the number of the legacies rather than their size which helps raise around £31m from this source in 1991.

Many RNLI supporters might feel that they are 'not rich enough' to make a will which includes the RNLI, yet with the huge increase in property values over the past years – even this has levelled off in the past couple of years – many people are surprised by the total value of their estate.

In any event it is not the sheer size of a legacy which makes it important to the RNLI. During 1991 some 2,500 legacies were received by the Institution – almost 50 a week

and between 60% and 70% of these legacies were for amounts of less than £10,000. Many of these were from 'ordinary' people who would not have considered themselves 'rich' by any stretch of imagination.

Indeed the majority of the Institution's legacy income comes from bequests which

**It is not the sheer
size of a legacy
which is important...
between 60% and
70% were for less
than £10,000**



The Mersey class lifeboat exhibited at this year's London Boat Show, *Frank and Lena Clifford of Stourbridge*, is an example of a lifeboat substantially funded by one legacy – which provides the opportunity for the lifeboat's name to commemorate the donor or someone he or she chooses.

Photo Mike Anker, Take Two



Major shoreworks, such as this dredging to give Sennen Cove's new Mersey less launching restriction is the kind of expense which normally has to be met from general funds. Legacies to aid this type of work are very valuable. Photo Peter Puddiphatt

fall into the £10,000 to £100,000 range, and although the very large benefits make the headlines and are wonderful additions to the RNLI's funds, they are very much the exception.

As an indication of the importance of the smaller legacy, both of the engines for the new Mersey class lifeboat at North Sunderland were funded by a single legacy of some £28,700, and the engines for the same class of lifeboat at Margate were also funded by a legacy of approximately the same amount. These are just two instances in which a moderate-size legacy has made a tangible addition to a brand new lifeboat.

Although we are aware of instances in which a single donation has substantially funded a particular lifeboat – and in this way the name of a loved one can be perpetuated – legacies for the Institution's general funds are the bread-and-butter of its work. For, although new lifeboats have a high profile and are becoming progressively more expensive, they must also be maintained to the highest state of readiness, a task which continues 24 hours a day, 365 days a year at no small expense. The cost of operating these complex and sophisticated lifeboats must also be borne by the Institution's general funds as must the maintenance of the shore facilities which serve them.

The facilities for the RNLI's volunteer crews are steadily being brought up to 20th century standards, but many boat houses have stood since Victorian times, often in the most

inhospitable locations and exposed to the worst the weather can throw at them. This has involved considerable expense not only for completely new buildings but also in the continuing bill for maintenance and improvements.

The Institution does have ways in which names and individuals can be commemorated when a legacy is used to provide items of equipment

or shore-based facilities, as the plaques in numerous boathouses and lifeboats testify, and is always willing to give any advice as to how this can best be done.

Anyone who would like to consider a bequest to the RNLI should make a will – a legal document which sets out instructions for what should happen to their money and possessions after their death. A will also names 'executors' and confers upon them the necessary legal powers in disposing of the estate.

Anyone over 18 can draw up a will themselves, but there are strict procedures to ensure that this legal document is neither ambiguous nor invalid. The incorrect use of words, a mistake in witnessing or an alteration not properly entered could result in delay, trouble in interpretation or even prevent wishes being carried out.

A solicitor is probably the best person to consult for expert advice, although a bank manager or accountant may be able to help. He or she can explain about tax concessions, avoiding death duty and making tax-free charity bequests. A Citizens Advice Bureau or library can supply a list of solicitors, who also advertise in Yellow Pages.

A will is valid until changed (or certain circumstances change), but it can be altered at any time, preferably following professional advice.

The RNLI is very conscious of the support received from legacies and has a special section which deals exclusively with them. Expertise is available to make everything as straightforward as possible, and a special 'Make a Will' pack has been prepared. Staff are always willing to give advice where possible, and anyone who would like to enquire should in the first instance contact the Institution's deputy head of fundraising, Anthony Oliver, at the Poole headquarters.



Developing new lifeboats to meet the needs of the 1990s and into the next century is an expensive business. By the time the Fast Afloat Boat 4 prototype pictured here enters service it is estimated that production boats will cost some £900,000. Her bigger sister is expected to cost £1.2m.

Lifeboat Services



HAZARDOUS CONDITIONS TEST LIFEBOAT TO LIMITS

Sick yachtsman rescued in Gale force winds and 15ft seas

John Hartland, 42, helmsman of the Withernsea inshore lifeboat has been awarded the Institution's Bronze Medal for bravery following the landing of a sick yachtsman in extreme and hazardous conditions on 15 May 1991.

At 1640, Humber coastguard alerted Withernsea's station honorary secretary that the 24ft yacht *Frangipani* was in difficulties two-and-a-half miles offshore. The station's 16ft D class lifeboat was launched ten minutes later, with John Hartland at the helm.

As the wind was a northerly Force 5/6, with heavy, breaking 6-8ft waves, the lifeboat had to be launched from the Central Promenade, two extra men having to help the three crew.

The lifeboat was driven as fast as conditions would allow even though it was continually filling with water. And with blown spray restricting visibility, helmsman Hartland was only able to see ahead when the inflatable crested a wave.

At 1720, on reaching the casualty, the crew found the two occupants had stowed the sails and set the engine running slow ahead. Only one of the survivors was wearing a lifejacket, and neither had proper foul

'Hartland showed fine seamanship and great courage'



Bronze Medal

weather gear. The skipper was slumped complaining of engine fumes.

Hartland decided to take him aboard the lifeboat. The wind was gusting Force 7, with moderate visibility and

rough 15ft seas. Loose gear and ropes in the water meant Hartland's only approach could be on the port side. It required absolute concentration to manoeuvre the lifeboat under these conditions.

But as all the crew held the lifeboat alongside the casualty, a very large sea reared up, taking both craft up a wall of water. As it passed, the sick man rolled out of the yacht, to be grabbed by the lifeboatmen.

Paul Baker, a former lifeboat crewman who had volunteered for this service, administered first aid using his skills as a community nurse. He assessed that an ambulance would be needed for the man back on shore.

The crew then learned that the remaining yachtsman aboard *Frangipani* only had 9 hours sailing experience, so it was decided that lifeboatman Paul Theobald should transfer to the craft. This was achieved at the first attempt, and Theobald took control

to await the arrival of Humber's Arun class lifeboat.

Withernsea's D class lifeboat now made for shore, Hartland deciding to ride on the back of large seas - a slow, but safer option. The sick man was lapsing into unconsciousness, but Baker kept him awake by tapping his hand and talking to him.

At 1745, with a 10-12ft following sea, the lifeboat landed on the only remaining few feet of sand at the foot of the slip. The sick man was taken to a waiting ambulance and later made a full recovery in hospital. The lifeboat was ready again for service at 1845.

The yacht *Frangipani* was taken in tow by the Humber lifeboat, Withernsea crewman Theobald staying aboard for the two-and-a-half hour trip back to Grimsby.

This inflatable was launched into conditions at the limits of the capabilities of the D class lifeboat, and the additional hazard of ropes and gear from the yacht in the water demanded great skill from the helmsman in executing the service successfully.

In his official report, Tim Harrison, deputy divisional inspector of lifeboats for the east division, wrote:

'Hartland had not taken the helm in these conditions before but coped admirably and showed fine seamanship and great courage.'

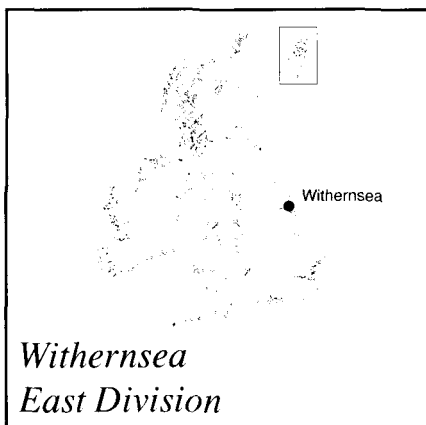
For their part in this service, lifeboat crew members Paul Theobald and Paul Baker have been awarded the Thanks of the Institution Inscribed on Vellum.

18 saved from burning vessel on lee shore

Whitby's Tyne class lifeboat *City of Sheffield* launched to the aid of large Swedish motor vessel *Stora Korsnas Link 1* on fire with 18 aboard in a northerly Gale on 5 November 1991.

Humber coastguard had contacted Whitby's station honorary secretary with details of the fire aboard a merchantman loaded with 'forestry products' at 0623. Whitby lifeboat was launched at 0640 to stand by the casualty, which was in danger of drifting onto a lee shore, until she had been taken in tow. Teesmouth lifeboat also stood by to take a fire crew to the casualty, if necessary.

When the casualty later parted its tow some hours later, the Tyne stood by until all 18 crew had been taken off by rescue helicopter. The lifeboat then proceeded to the Tees where the crew made their



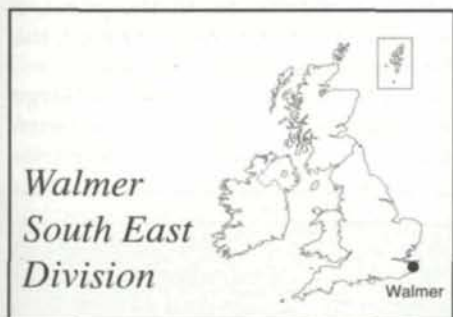
THREE SAVED FROM GROUNDED YACHT IN TURBULENT SEAS

Crew overboard during yacht rescue

The Thanks of the Institution on Vellum has been awarded to helmsman Duane Brown of Walmer lifeboat after the rescue of three Belgians from their yacht *Josse*, aground on the Goodwin Sands, in strong winds and turbulent seas.

For their determination and support, crew members John Collins and Shaun East have been awarded framed letters of appreciation signed by Chairman Mr Michael Vernon.

Monitoring radio signals on 18 July 1991, Walmer's honorary secretary heard that the 28ft yacht *Josse* was in difficulties on the South East Goodwin Sands. After consulting Dover



way home by road, collecting the lifeboat from Tees Dock the next day.

The casualty was later abandoned, still burning, at anchor two miles off Skinning Grove. Coxswain Thomson said, 'the vessel was, unknown to ourselves, carrying several tons of potentially explosive

Thanks on Vellum

coastguard, the Atlantic 21 lifeboat *US Navy League*, on temporary duty at Walmer, was launched at 1344 with Duane Brown at the helm. The wind was Force 5.

But once the lifeboat was clear of the lee of the land, conditions worsened. The wind was gusting to strong Gale Force 8/9 and at one point a heavy sea stood the lifeboat virtually on end.

It was established by radio that *Josse* was aground, being pounded by the waves and shipping water. The three occupants considered themselves to be in imminent danger.

At 1358, the lifeboat arrived on scene, having covered the just over four miles in just 14 minutes. The wind was now Force 6 with confused breaking 8-11ft seas, and with a swell across the sands.

Teessmouth's Tyne class lifeboat *Phil Mead* stands by as the Swedish motor vessel is towed to safety.

Photo Peter Thomson

cargo and eventually blew up and sank in the early hours of the following Sunday morning.'



The 28ft yacht *Josse* is returned to safe harbour after her ordeal. *Photo: Michael Pett*

Helmsman Brown positioned the lifeboat head-to-sea astern of the yacht and prepared to take off the crew. The echosounder indicated depths ranging from 20ft to zero and on the first approach the lifeboat landed heavily in a trough, touching bottom. By careful and skilled use of the throttle, the lifeboat was manoeuvred close enough to the first survivor for him to be transferred successfully.

As the boats ranged violently, the lifeboat was knocked clear by heavy breaking seas. She was manoeuvred back into position, but as crew member John Collins reached over to assist the second survivor, a heavy sea knocked him into the water.

He retained a grip on the lifeboat, and helmsman Brown had to drive his craft hard astern to avoid Collins being crushed between the two boats. Crew member Shaun East rushed forward to grab Collins, and at one point pushed him down when it appeared he might be crushed.

Collins was helped aboard the lifeboat bruised but essentially uninjured. East sprained his wrist during the incident. Brown turned back to the casualty and the two remaining survivors were brought aboard. Clear of the confused seas over the sands, at 1430 the survivors were transferred to Ramsgate's Tyne class lifeboat with crew member Collins, who was beginning to suffer from the effects of his immersion in the sea.

The Ramsgate lifeboat passed a line to tow *Josse* back to shore and Collins returned to the Atlantic 21 for passage back to Walmer. They reached shore at 1530.

The yacht and the three survivors were brought safely to harbour by Ramsgate lifeboat at 1639. Happily, neither Collins nor East suffered any lasting after-effects.



Wick lifeboat assists US yacht

Wick's Tyne class lifeboat *Norman Salvesson* launched at 0045 on 1 September to the casualty *Fridor*, a sailing yacht from Ohio, which was on passage from the Shetland Islands. Nearing the Caithness coast, the casualty was caught in a heavy swell and tide rip, and a line was washed overboard and fouled the propeller. Wick's lifeboat towed *Fridor* to the safety of Wick harbour and was ready for service again at 0345.

Photo John Mowatt

D CLASS IN DUMPING SURF AND 6FT SE

Walkers saved from submerged rock

*Thanks
on
Vellum*

The skilled actions, in difficult conditions, of helmsman Ronnie Davies, 43, of the Borth lifeboat, saved the lives of two walkers, trapped on a sea-battered rock beneath Borth Head.

At 1920 on 11 July, Borth D class lifeboat, with Ronnie Davies at the helm, launched to the rescue of two people reported to have been cut off by the tide beneath Borth Head.

The wind was Force 5/6 with a moderate to rough sea causing dumping surf at the slipway and making the launch hazardous. After one unsuccessful attempt during which, unbeknown to the crew, a transom drain was ripped away, the lifeboat was driven out to sea.

The lifeboat was hit by several large breaking seas which the helmsman negotiated with skill and determina-

Tow the goat ashore!

Tiffany, Timothy, Chocolate Drop, Snuffles and Gem were five goats who had got quite used to their lonely existence on the isle of Inchkeith in the Forth estuary. When the Allandale Animal Sanctuary moved to Lanarkshire from the isle, sanctuary trustee Mrs Allan had been unable to capture them and was forced to leave them behind to their own devices.

In fact, they were so used to it, they didn't want anything to disturb their tranquil existence. And they were quite unaware of Mrs Allan's growing concern for their safety, particularly after spent cartridges were found on the island from the guns of uninvited guests.

The animal sanctuary formed a volunteer group of students to transport the five goats to safety. That day in January, 42 volunteers took the *Spirit of Fife* ferry journey on a mission of 'goat rescue'.

But the goats had seen them coming - and promptly scarpered out of reach.

It wasn't long before Snuffles was caught. But two of the five - in desperation - plunged into the sea and swam a short distance to perch precariously on a rock, way out of safety's reach.

Predictably, the waves were soon threatening to engulf the goats and drown them - something drastic would have to be done to save them!

Following word from the ferry captain, Queensferry's inshore lifeboat launched to the rescue. With one of the goats on board and the other being towed behind the lifeboat, Queensferry's Atlantic 21 transported the two deserters to safety.

Back on the island and with their minds firmly fixed on freedom, the two survivors at once made off again - without a word of thanks.



Scuba divers rescued

In steep breaking surf and Force 7 SSE winds, Salcombe's Tyne class lifeboat *The Baltic Exchange II* rescues three scuba divers from Hertfordshire overboard from their capsized rigid inflatable diving boat and in danger of drowning. The incident took place at the entrance to Salcombe Harbour on 28 September last year.

Unfortunately, conditions made it impossible to save the dive boat, which broke up on rocks. However, three sets of dive gear were retrieved and all three survivors made a rapid recovery.

Photo, left, Peter Hodges



PIPE MISSING TRANSOM DRAIN

tion. The casualties were located on a near fully submerged rock 50 yards from Borth Head cliff face. Spray and occasional green water broke over them as they clung to the rock. Speed was of the essence but since a direct approach would have been

The helmsman showed exceptional leadership skills

highly dangerous in the conditions the helmsman decided to drop anchor and veer down onto the rock from 60m to windward and seaward. With 6ft seas continually breaking over the lifeboat, it was noticed that the drain was missing. The lifeboat became swamped with water, making it heavy and difficult to control.

Helmsman Davies shouted to the casualties to prepare to jump aboard the lifeboat as it came alongside. The first attempt failed when the propeller struck a submerged rock, stalling the engine. It was restarted, but on the second attempt, the nearest casualty would not jump. On the third approach, one person did leap safely aboard. Encouraged by this success, the second casualty also jumped aboard as the lifeboat passed for the fourth time.

The anchor was recovered and the lifeboat was turned back down sea towards the shore. Helmsman Davies decided the safest and quickest way to land the survivors ashore was to beach the lifeboat on the slipway. Waiting until he could ride on the back of a wave, Davies successfully completed the beaching at 1940. The survivors were treated for shock and hypothermia.

In his report, deputy inspector of lifeboats for the west George Rawlinson wrote, 'The helmsman showed exceptional command and leadership skills, together with precision and competence in the way he handled the lifeboat.'

Mr Davies has been awarded the Thanks of the Institution Inscribed on Vellum for his part in the rescue. For 'the efficient manner in which the crew executed the service, backing up the helmsman admirably', crew members Louis de la Haye and Andrew Doyle have been awarded framed letters of appreciation signed by Chairman Mr Michael Vernon.

Sick man transported to mainland

In the early hours of 21 September 1991, Oban's Brede class lifeboat *Nottinghamshire* was called on to transfer a sick man from Lochaline to Oban hospital.

Following a request at 0200 from the coastguard, the lifeboat proceeded at 0217 with the honorary medical adviser and ECG equipment aboard, as the patient was suspected of having suffered a heart attack.

On arrival at Lochaline, there was no landing place available. The patient lived one mile off the main road along a track and the service report records that 'there was some carrying involved' to transport the man over rough ground back to the main road.

Conditions for the transfer were not good. Sea conditions were deteriorating

so much that it was necessary to rig a veering line to aid the recovery of the inflatable dinghy and the patient.

The lifeboat returned to Oban and an awaiting ambulance at 0510. The lifeboat was ready for service again at 0538.

The honorary secretary noted in the report that, 'this service was performed under very difficult conditions...A sound, seamanlike service performed by all concerned.'

Chief of operations Commodore George Cooper wrote in a letter of thanks, 'This service was carried out in a seamanlike way, and I would like to congratulate the coxswain, crew members and the honorary medical adviser for a fine team effort conducted in a very professional manner'.

ARUN FACED PASSAGE IN ATROCIOUS CONDITIONS

Fishing vessel towed to safety

The fishing vessel *Orkney Reiver* of Kirkwall fouled her propeller with a fishing net and was drifting eight miles south west of Fitful Head, Shetland on 10 November.

There being no other vessels in the casualty's area to go to her assistance, Shetland coastguard requested Lerwick's Arun class lifeboat *Soldian* tow the vessel to port for divers to clear the propeller and repeated a Storm Force wind weather forecast issued previously.

Soldian arrived at 1030 and rigged the line to tow *Orkney Reiver*, with six people aboard, to the nearest port of Scalloway. Port was reached at 1410, despite the tow parting in Force 8 winds for a period of 10 minutes.

The lifeboat's return passage from



Scalloway at 1500 around Fitful Head and Sumburgh Head was rough, with winds gusting Force 11, high seas and poor visibility.

Thankfully, the crew arrived home in good shape at 1820.

Soldian tows *Orkney Reiver* into Scalloway. Photo Malcolm Younger



WELLS MERSEY SAVES CASUALTY TAKING IN WATER IN WINDS UP TO GALE FORCE

Crew's 'fine teamwork' during 16-hour service

The crew of Wells Mersey class lifeboat *Doris M. Mann of Amphyll* have been commended following a 16-hour service which 'was dominated by a fine display of teamwork' in winds of up to Gale force, and rough, short, breaking seas.

Both coxswain/mechanic Graham Walker and crew member James Case have been awarded a framed letter of thanks from the Chairman, and second coxswain Allen Frary, assistant mechanic Michael Frary and crew members Frederick Whitaker, Darren Hume and James Wright have all been sent a letter of thanks from the Institution's Director for their part 'in this long and eventful service'.

At 0936 on 16 October 1991, Yarmouth coastguard requested that the Wells lifeboat be launched to escort the fishing vessel *Cerealia* to safe harbour. The casualty was taking in wa-

'A long and eventful service dominated by a fine display of teamwork'

tersix-and-a-half miles north of Wells station. A pump had been put aboard the vessel by RAF helicopter.

At 0948 the lifeboat left the boathouse for a low-water launch at Holkham Beach, and at 1009, *Doris M. Mann of Amphyll* launched from her carriage and proceeded at full speed. The wind was SW Force 6/7 with a slight sea, and it was overcast with rain, giving moderate visibility.

VHF communication confirmed that the pump was keeping up with the ingress of water and that *Cerealia* was steaming towards Wells.

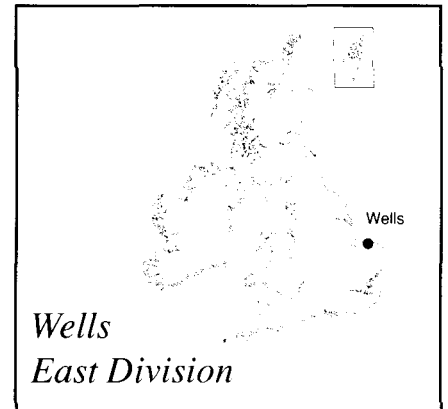
The rendezvous was made at 1017 near Bridgirdle Buoy, and the lifeboat escorted *Cerealia* to the shelter of Holkham Bay, to wait for the tide for the attempt to enter Wells Harbour. The wind was now a WSW Force 7.

In view of the weather forecast - that the wind would increase in force and veer further - the lifeboat crew decided to escort the casualty into Wells Harbour, reckoning it should be possible at high water, despite the neap tides. To assist, at 1250, crew member James Case, the designated emergency coxswain and Wells Harbour pilot, went aboard the casualty.

The lifeboat lead *Cerealia* across Wells Bar, but the westerly wind had held back the tide and the casualty touched and stuck at No 3 buoy. A fishing vessel had also attempted to enter ahead of the lifeboat and had stuck at No 6 buoy. Wells lifeboat managed to pull the fishing boat clear for it to enter Wells.

Meanwhile, Case had manoeuvred *Cerealia* clear of the bank and turned her in the restricted space to head back out to open sea, clear of the bar. The lifeboat joined her at 1312.

It was decided to take the casualty to Kings Lynn, the nearest sheltered



harbour. The two survivors were by now very wet and tired and so were taken off. Crew member Wright was put on board *Cerealia* to assist Case.

At 1325 passage was started towards Kings Lynn with the lifeboat assisting the fishing vessel with a tow to increase speed in the worsening conditions. However, at 1420, the pump on the casualty ceased to function and the water started to build up.

Having recovered the towline, coxswain Walker approached the casualty, now wallowing heavily to port. With the lifeboat's starboard side kept well clear of the towing gallows aft, a lifeboat pump was put aboard *Cerealia*, along with a third crew member, Frederick Whitaker.

But as the lifeboat pulled clear astern she came down on a heavy metal lead on the starboard bow of the casualty, which dented her hull.

With the lifeboat standing by, the crew on board *Cerealia* were able to clear the water from the casualty and restart her engines. Passage was resumed at 1440, the casualty under her own power and making 5-6 knots under lifeboat escort. The wind was now Gale Force from the WSW, giving rough, short, breaking seas in the shallow water of the Inner Wash.

As, at 1630, *Cerealia's* engine was cutting out, the lifeboat once again took her in tow. At 1830, well in the shelter of the Inner Wash, both vessels anchored to wait for the tide. At 2055, the anchor was slipped and passage made up the river to Kings Lynn.

At 2215, both casualty and the lifeboat were alongside at Kings Lynn, and the refuelled lifeboat sailed for Wells at 2326.

At 0205 the next day, the lifeboat crossed Wells bar and was beached at 0217, over 16 hours after her launch.

Rescue of two cut off by tide

Tenby's D class lifeboat was called out to rescue two young men who were cut off by the tide at Waterwynch Point on 23 August.

The sea was rough but the crew members displayed skill, seamanship and initiative by taking advantage of the sheltered conditions near the shore in order that the lifeboat could reach the two men 15 minutes from the call.

The two men were sighted clinging to the cliffs with waves washing around their feet. A 5-6ft swell broke over the rocks at the foot of the cliff and visibility had been reduced by rain.

Tenby's lifeboat was anchored and veered onto the rocks about 20ft from the casualties. Crew member Philip Wilson jumped ashore as the lifeboat rose on the 6ft swell. He scrambled over the rocks to the men and brought them back one at a time to the rock edge.

Crew member Daniel Thomas timed his efforts with the motions of the sea as the men were assisted on board. Helmsman Neil Truman used all shelter available to arrive back at the boathouse at 1430.

Tyne class in five-hour search

The Mumbles lifeboat crew, below, discuss operations with police divers during a service on 24 November 1991 to local charter fishing boat *Luke John*.

The casualty sunk at anchor within two minutes with 14 people on board.

Local boats picked up 8 survivors from the water and another was picked up by

helicopter diverted from exercise. The Mumbles' Tyne class lifeboat transferred two people to shore, and another local boat landed eight at the lifeboat station.

The lifeboat carried out an intensive search with other local vessels for five hours but sadly two persons were never found. *Photo South Wales Evening Post*



21 CRAFT INVOLVED - INCLUDING THREE LIFEBOATS

Search for missing vessel locates wreck

A total of 21 boats, including the Scarborough, Filey and Whitby lifeboats, took part in the search for the fishing vessel *Sincere* with two persons on board, when it failed to return to harbour on 28 October 1991.

Scarborough lifeboat with coxswain Stuart Ogden at the helm launched for the search area two miles NE of Scarborough Castle at 2020. A coble in the area reported that there had been no sign of the missing fishing vessel all day.

At 0200 on 29 October, Scarborough coastguard informed the lifeboat that boxes, possibly from the casualty, had been found one-and-a-half miles from Scarborough Rock. The lifeboat had completed a close inshore search of the area, to no avail, 40 minutes later.

Coxswain Ogden suggested that the most likely place for the vessel to have been fishing was over two local wrecks. Together with Filey lifeboat,

the Scarborough crew searched the area, but again nothing was found.

At 0525, Scarborough lifeboat returned to harbour for refuelling. There, the crew recruited local trawler skippers for the search, coxswain Ogden assuming the role of on-scene commander and allocating each vessel with a search area.

At 0826, part of the casualty's first aid kit was found, followed by a hold-all containing items belonging to the missing boat's skipper, and a jacket.

At 0915, the coastguard reported wreckage found in Hayburn Wyk Bay, and one-and-a-half hours later, a Scarborough crew member sighted an oil slick. Its source was found by search craft *Challenge* and buoyed.

All craft, except the three lifeboats, were then released from search duty. Filey and Whitby lifeboats conducted a search close inshore of the area and were released from duty at 1148.

Scarborough lifeboat returned to Scarborough to pick up police divers,

Family rescue

An unusual family rescue began on 11 July 1991 when James Tyrrell, the brother of Arklow's second coxswain and who is also the station's honorary secretary set sail with another friend in his 18ft sailing dinghy *Coinin Ban*.

As the two men left Arklow harbour that evening, the wind increased to a south easterly Force 6/7 and the sea became too rough to return to harbour. The sails were lowered and Mr Tyrrell decided not to run the dinghy ashore in case they capsized in the breaking seas on the beach. The two men tried instead to attract the attention of a man ashore at Porters Rocks.

Meanwhile, Mr Tyrrell's eldest brother Michael, a deputy launching authority, and his younger brother John, second coxswain, were investigating why their brother had not returned to port when a 999 call from Shannon coastguard informed them that he was in difficulties.

At 2110, the two men at sea saw the lifeboat maroon fired over Arklow - 'a most heartening sight' - and they knew the Waveney class lifeboat *Augustine Courtauld* was on her way. The dinghy was by now drifting rapidly with a strong tide in the south easterly Force 7 wind.

The men dropped their anchor, but it would not hold. After taking some water on board, the anchor rope parted. The dinghy was nearing the rocks at Mizzen Head when the two men sighted the welcome lights of the lifeboat.

On arrival, the lifeboat crew passed a line to the two men on board the dinghy, and it was made fast. But five minutes later, the line parted. With great skill, the second coxswain manoeuvred the lifeboat so a second line could be made fast.

By now, sea conditions were very rough with the swell some 20ft and the wind a south easterly Gale Force 8. The dinghy was just 20ft from the rocks when the tow was reconnected and the dinghy was towed clear of rocks and of the tidal race.

At 2225, Mr Tyrrell's companion on board was transferred to the lifeboat as he was not feeling well. Lifeboat crewman Declan Duggan came on board the dinghy to assist with pumping out.

The tow continued to Arklow, the wind moderating to a south westerly Force 5 with heavy squally showers as the men reached safe harbour.

returning to the position of the wreck with the diving team at 1225. The lifeboat was advised a navy ship was on its way. Its estimated time of arrival was 1500, but, unfortunately, no diving could be done that day because of fading light and adverse tide and sea conditions.

As the lifeboat could serve no further useful purpose, she returned to station and was ready for service again at 1620.

Sadly, it is not known what became of the two persons known to have been on board the casualty.

YOUR LETTERS



Buckle offers

Following publication of my letter in *THE LIFEBOAT* of Autumn 1991 which explained I was seeking an RNLI buckle for a leather belt like the one my father used to own, I have been lucky and had a belt and buckle sent to me, as well as a couple of offers.

Thank you to the RNLI and readers of *THE LIFEBOAT* for all their help. I will, of course, be putting an extra donation into our local RNLI box.

Mr E.C. Duncan
Peacehaven, Sussex

Tomorrow's crew

I was interested to read in the Winter issue of *THE LIFEBOAT* of Mr Threlfall's Storm Force Club for youngsters who have their own individual Storm Force membership.

Rye Harbour station is also encouraging young people who are members of the Storm Force subscription scheme to get involved in the RNLI.

In 1928, Rye Harbour suffered a tragedy in which the whole crew was lost. As a consequence, there was no crew to man

a boat for 38 years, until the station re-opened in 1966. This represents an entire generation gap!

Rye Harbour lifeboat crew members Terry Satchell and Rosemary Edwards, together with helmsman Keith Robus, have now set up a 'no-cost' club called 'Storm Force', open to all children in the village aged between six and 16. There are already 21 members!

As well as talks and lectures, the children are shown instructive videos. They are taught about Rye



Rye Harbour's Keith, Terry and Rosemary with club members on the lifeboat office steps Photo Mary Lestocq

Memories of a Ramsey crew member

The article in the Autumn 1991 issue of *THE LIFEBOAT* on the opening of the new boathouse at Ramsey prompts me to send you a press cutting concerning my great grandfather William Christian.

He was a mariner, sailing to Canada and America in his younger days, and a member of the crew of the first Ramsey lifeboat *Two Sisters* in 1868. He died in 1903, his illness resulting from an accident at sea where, fortunately but ironically, he was rescued by the lifeboat near Peel. The press cutting from 1903 gives some details of his life and the early days of the lifeboat service.

Perhaps it will evoke some correspondence from long-lost relatives in Ramsey, which I would certainly welcome. Most probably they will be able to add to the story.

Arnold J. Brown, Shaftesbury, Dorset

Extracts from the local press cutting (source unnamed), dated 13 November 1903, are given below:

Death of Mr W.E. Christian

Shortly after seven o'clock on Monday morning, William Edwin Christian, master mariner, died at his residence, No 18, Westbourne Road, at the age of 58 years.

'Bill' Christian in his younger days followed the sea as a profession in the Mercantile Marine. He was a member of the Naval Reserve (first class) for 22-and-a-half years, and was discharged through having the misfortune of getting his leg fractured on board of a fishing boat. When the first lifeboat (the *Two Sisters*) was sent over here [Ramsey]

in 1868, Mr Christian was among the first to volunteer as a member of the lifeboat crew, and has been a member of that noble body ever since. He was one of the crew of the lifeboat *Two Sisters* when she went on her first errand of mercy a few days after the lifeboat was placed on this station.

The service was one fraught with great peril but was nevertheless successfully accomplished. On referring to the record at the Lifeboat House, it will be seen that the first casualty necessitating the launch of the lifeboat was

the wreck of the brigantine *Jane of Workington*, from which four men were rescued on 11 December 1868; also, on the same day, the lifeboat rescued four men from the schooner *Prudence of Aberystwyth*, in terrific weather.

Besides these 'Bill' had witnessed many stirring scenes in the additional 23 lifeboat services in which he had participated. Pleasure boating in the summer and fishing in the winter was his general routine. But last winter, it will be remembered, he, somewhat against the wishes of his family, took charge of the smack *Fayaway*; and during a storm this vessel was driven to Peel and how, on that occasion the crew of the smack were rescued by the lifeboat, and, when passing from the smack to the lifeboat the unfortunate man had his leg crushed and fractured between the two vessels.

As pleasure-boat skipper, Mr Christian by his agreeable and obliging manner was a great favourite with visitors and was rarely in want of a fare during the season. He was a competent and able seaman, and of a most cheerful temperament.

Harbour's lifeboat, the achievements of the RNLI and the dangers of boating in ignorance.

In the three months that the club has been in operation, the children have had hands-on instruction in first aid and have visited Rye fire station, whose officers work closely with the lifeboat crew.

They also arranged a trip to Dungeness where the children inspected - with open mouths - the station's Rother class lifeboat *Alice Upjohn*. The club is planning future visits to the fast new Hastings lifeboat and hopes to visit the operations room of Dover coastguard.

The children are showing keen interest in the club, which the crew support themselves at no cost to the Institution.

Their ultimate aim is to foster an allegiance to the lifeboats among local youngsters and hopefully ensure that, in the years to come, Rye Harbour station need never again be short of crew.

Mary Lestocq
Rye Harbour
East Sussex

Bookshelf

some recent publications reviewed

HEAVY WEATHER SAILING

by K. Adlard Coles, revised by Peter Bruce

published by Adlard Coles Nautical at £30

ISBN 0 7136 3431 6

'Heavy Weather Sailing' has long been the standard textbook on the kind of weather most yachtsmen hope never to experience.

But, although the sea may not change, yachts do. With the first edition published back in 1967 and even the third edition now more than ten years old, it was time to bring this classic up to date.

K. Adlard Coles died in 1985 and it has fallen to respected author and yachtsman Peter Bruce to step into the master's shoes.

Wisely, much of Cole's masterfully understated prose remains. The book has been modernised by the

addition of more recent accounts and interpretations, for example, the rescue from a 40ft catamaran off Portland in the hurricane of October 1987, which earned Derek Sargeant, coxswain of the Weymouth lifeboat, his Silver Medal.

'Heavy Weather Sailing' is a salutary read for any sailor. We may hope never to experience the conditions described, but we should all read about them. First, it may make us more determined than ever to avoid them, and second, it may give us a greater chance of surviving the worst conditions we do meet.

OUTBOARD MOTOR MANUAL

by Keith Henderson

Published by Adlard Coles Nautical at £12.99

ISBN 0 7136 3424 3

The modern outboard engine is potentially a very reliable and trouble-free power unit – and this useful addition to the 'Motor

Boats Monthly' series could ensure that it stays that way.

With engine failure a very common cause of lifeboat call-outs, any increase in a boat owner's knowledge of his engine must be useful. This increase in overall awareness is the target of Keith Henderson's book.

The author treads a careful path between generalisation and being over-technical to produce a nicely balanced volume. Starting with a brief look at the concept of the beast, chapters follow on choice, fitting and setting up the engine, propellers and maintenance. The final chapters look at towing, and general boating tips and advice.

A useful volume, if a little expensive for 125 pages in a soft cover.

BOAT UPKEEP LOG

By Peter Bruce

Published by Boldre Marine at around £5.95

ISBN 1 871680 04 2

It may seem odd to publish a book which the reader has to complete, but the concept in this case is not only sound, it may be a lifesaver!

Minor defects on a small boat may be so insignificant as to be forgotten, and it is surprisingly easy to forget things from one weekend to the next.

However, a few minor faults may combine to start a knock-on effect that ends with the honorary secretary's telephone ringing...

Yachting magazines have long been encouraging us to write things down. But it takes an experienced sailor to take the concept of an Upkeep Log beyond a dog-eared exercise book - this is where Peter Bruce has scored with his compact spiral-bound volume.

As well as encouraging methodical recording of defects so they can be prop-

erly rectified, there are spin-offs in space for recording ideas for improvements and end- and beginning- of season maintenance routines, with *aide memoires* to guide the owner. Sections for recording slipping and propping details, equipment lists and useful contact addresses and 'phone numbers bring together almost everything that a boat owner needs to keep his vessel up to scratch.

A simple idea, executed with thought and care.

CABIN TRUNKS AND FAR HORIZONS

by Carlene Pomfret

published by MM Productions at £14.95

ISBN 0 9517685 06

A lifetime of travels by sea are recorded in an anecdotal and at times moving way by the widow of Surgeon Rear Admiral Arnold Ashworth Pomfret CB OBE. This personal account 'casts in stone' the course of the author's childhood, her marriage to the Rear Admiral and their family fortunes

during travels to South Africa, Liukungtao and Jamaica in the 1930s and 40s.

Of interest to those wishing to learn more about the life of a Navy wife in the earlier part of this century.

THE STORY OF KIRKCUDBRIGHT LIFEBOAT STATION 1862-1991

by Dr R.N. Rutherford and T.R. Collin

Booklet, priced at £3

A well presented history of the station, including that of Balcary as well. Details of officials, news and lists of services are easy to read.

It is interesting to note that the station records are kept in the local Stewartry Museum, an example other stations may consider taking up with their museum.

Available from the honorary secretary Alex Strachan at Long Acre, Castledykes Road, Kirkcudbright DG6 4AN (include 45p p&p).

Books on this page can be ordered from all good bookshops (except where alternative addresses are given) by quoting the author, title, publisher and ISBN number.

Record Review...Record Review...Record

FEAR A BHATA (OH, MY BOATMAN)

by Capercaillie

Released on Survival Records

Popular Scottish band Capercaillie released their single 'Fear A Bhata' in November to raise money for the 'Dependents of the Antares Appeal Fund' and the 'Premier Appeal Fund'.

These two funds were established to help the families of the boatmen lost in two recent tragic fishing boat accidents. The *Antares* was reportedly 'dragged down by a nuclear submarine' and the *Premier* was lost in high seas.

The 7in single, which also carries 'A Cur Nan Gobhar As A Chreig' ('Herding the Goats from the Rocks') is a fitting tribute to the men lost. It features the haunting vocals of Karen Matheson, whose voice 'Time Out' magazine described as having 'such beauty and poignancy' as to make her delivery in Gaelic almost unbearable.

The beautiful record is well worth a listen.

Further information on how to obtain a copy is available by telephoning 081-847 2625.

People and Places

New Year honours

Her Majesty the Queen has honoured three people for their services to the RNLI in this year's New Year Honours:

Mrs Marion Judge, lately member and officer of Wakefield ladies' lifeboat guild, has been made a Member, Order of the British Empire (MBE); **Arthur Curnow**, lately coxswain of Torbay lifeboat station, and **Robert Maiden**, lately coxswain at Hartlepool lifeboat station, have both been awarded the British Empire Medal (BEM).

Awards for achievements not directly connected with the Institution's work, but to people associated with the RNLI are as follows:

Sir Hugh Annesley, chief constable of the Royal Ulster Constabulary, receives a knighthood; **Major Sir Ralph Anstruther**, treasurer and equerry to HM Queen Elizabeth the Queen Mother, becomes Knight Grand Commander, Royal Victorian Order (GCVO); **Dame Mona Mitchell**, lately private secretary to HRH Princess Alexandra and now an extra Lady-in-Waiting to Her Royal Highness, becomes Dame Commander, Royal Victorian Order (DCVO); **Sir Charles Frossard**, bailiff of Guernsey, becomes Knight Commander, Order of the British Empire (KBE); **Sheila Edmonson Lloyd**, Lady Mostyn, lately president and chairman of the Clwyd branch of the British Red Cross Society (president, Llandudno ladies' lifeboat guild), is awarded the title of Officer, Order of the British Empire (OBE); **Jack Barr**, managing director of FBM Marine



Postman Pat picks lottery prize winners

Postman Pat's special delivery for one lucky couple was a brand new car, first prize in the RNLI's most successful lottery to date.

Postman Pat, his black-and-white cat and Miss Hubbard all took time out from their Poole Arts Centre show to draw the winning tickets at Headquarters on 31 January, before a host of wide-eyed children from the local primary school.

56th national lottery tickets had been selling like 'hot cakes' around

Group, becomes an Officer, Order of the British Empire (OBE); and **Squadron Leader Christopher Taylor**, chairman of Trearddur Bay lifeboat station, becomes a Member, Order of the British Empire (MBE) for services to the RAF.

Local schoolchildren present Postman Pat and Miss Hubbard with a present for Jess at the National Lottery Draw. Photo Poole Advertiser

the country and at the London Boat Show. The £11,000 first prize car was donated by Volvo and there were five £100 and five £50 prizes.

Heartfelt thanks are due to everyone for all their extra support, which helped to raise the magnificent record sum of over £169,500!

Prize winners of the 56th national lottery are: Volvo 440 car, Mr & Mrs M.J. Dilley, Redditch, Wors. £100, Mrs H. Minords, Exmouth, Devon; D. Chipper, Copmanthorpe, York; A.R. Duff, Tarves, Aberdeenshire; Miss Sharon Todd, Sheerness, Kent; J.A. Saunders, Chichester, Sussex. £50, G. Passmore, Rickmansworth, Herts; V.E. Spokes, Ambleside, Cumbria; G. Evans, Mold, Clwyd; P. Spendlow, Southsea, Hants; Mr Wyatt, Sutton Coldfield, West Midlands.

Keeping a watchful eye on the lottery were four members of West Midlands Police Special Constabulary, who recently took part in a 'death slide' to raise money for the Police Appeal. The event raised £1,300, which the police presented to RNLI Director Lieutenant Commander Brian Miles.

...Snippets...Snippets...Snippets...Snippets...

Harry Berry, 86, of Longhope has been presented with a special vellum and RNLI governorship for 30 years of dedicated service to the RNLI. The presentation in Stromness was attended by Brigadier Robertson, an RNLI life vice president, and Colonel Robert Macrae. **One of Storm Force's newest recruits, Amy Jane Calvert, 6 months, of Seahouses belongs to a family with strong RNLI associations. Her grandfather is a crew member and tractor driver at North Sunderland station. So**

it came as no surprise to her family that the arrival at North Sunderland of the Mersey class Grace Darling was accompanied by another arrival - that of Amy herself two days later on 2 August 1991. Richard Tudor of Pwllheli lifeboat station has been selected by Chay Blyth to take part in the British Steel Challenge, an 'around-the-world the wrong way' race, starting on 26 September. Richard will skipper a 67ft steel sloop in the eight-month, 28,000-mile circumnavigation against the prevailing winds and tides.

100 years old!

Mrs Maud Russ, a supporter of the Portishead branch, celebrated her 100th birthday on 22 July 1991. She was a collector for the RNLI for many years until her nineties.

Mrs Russ (right, with fellow supporters) was presented with a bouquet and bottle of sherry at Portishead AGM by Colonel Ken Wright with thanks for being such a wonderful friend and supporter.

around and about the RNLI

Yarmouth crew take part in video

All-round entertainer Roy Castle joined Yarmouth lifeboat crew in a staged rescue off the Needles for a new video which relates five stories about the life of Peter for children of ages between five and 11.

The video *Shipshapes* has Roy showing how Peter learned to follow Jesus. Events in the life of the crew are used to introduce cartoon stories from the New Testament.

Roy said of the RNLI crews, 'The lifeboatmen are like Jesus, John and Peter, saving people's lives for no personal gain. That's a fine, salient example to the world today.'



Above: Roy Castle and the crew of Yarmouth lifeboat at the making of the *Shipshapes* video for children.

Below: Mrs Maud Russ of Portishead branch receives the congratulations of her fellow supporters on her 100th birthday.



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:

Appledore – mechanic M.J. Bowden, head launcher S. Ford, winchman F.J. Wills
Clogher Head – coxswain M.O. Tallon
Cullercoats – crew members G. Nugent and R.J. Taylor
Llandudno – shore helper A. Frost
Mablethorpe – crew member B.F. Tuplin
Selsey – winchman D. Lawrence
Skegness – crew member R.C. Chapman
St Bees – crew member J. Southam

Teesmouth – assistant mechanic A. Jamieson

Wells – tractor driver P.C. Eaglen

West Kirby – shore helper J.L. Currie

On station

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

ALL-WEATHER

Sennen Cove – Mersey 12-19 (ON 1176) *The Four Boys* on 5 December 1991.

Margate – Mersey 12-20 (ON 1177) *Leonard Kent* on 19 December 1991.

Relief – Mersey 12-21 (ON 1178) *Margaret Jean* on 4 February 1992.

INSHORE

Teignmouth – B588 *Frank & Dorothy* on 11 December 1991.

Obituaries

With deep regret we record the following deaths:

APRIL 1991

Jack Owen, president of Rhyl station branch from 1977 until his death. He was honorary secretary of the station from 1957 to 1977 and was awarded a Gold Badge in 1980 and a Bar to the Gold Badge in 1989.

OCTOBER 1991

Charles Wilson, chairman of Brighton station branch from 1976 to 1991. He was awarded a Statuette in 1986.

NOVEMBER 1991

Charles Hillier, president of Swanage station branch from 1987 until his death. He was chairman from 1965 to 1987 and was presented with a framed Letter of Thanks in 1978.

James (Jimmy) Bell, a member of the Rustington & East Preston branch committee since 1980 and souvenir secretary for three of those years.

Mr A.M. (Monty) Leaney, founder member of Twickenham and District branch in 1957 and vice chairman for many years. He was awarded a Silver Badge in 1989.

DECEMBER 1991

Mrs Eileen Prior, treasurer of Ashley and Loggerheads ladies' guild from 1985. She had been chairman from 1984 until her election as treasurer.

JANUARY 1992

Albert Watson BEM, COXSWAIN of Cromarty lifeboat from 1934 to 1968 when the station closed. He had been assistant mechanic from 1928 until his appointment as coxswain and was awarded a Silver Medal in 1959.

Mrs Val Temple, a member of Norwich

ladies' guild for over 20 years. Although confined to a wheelchair she carried out house-to-house collections for the guild and arranged various fund raising events.

Mrs Vera Mackenzie, joined Lerwick ladies' lifeboat guild in 1954 and served as president from 1957-1966.

Mrs Margaret (Peggy) Silver, joined Lerwick ladies' lifeboat guild in 1964 and served as a member of the committee from 1967-1973. She rejoined the committee in 1980 and was president from 1987-1990.

FEBRUARY 1992

Angus McIntosh DSM MBE CROIX DE GUERRE, former coxswain of Thurso lifeboat from 1937-1939, and again, after his war service, from 1945-1967.

Please Note

Regretfully, only coxswains and branch and guild officials with a minimum of 10 years service can now be accepted for inclusion in the Obituaries column of THE LIFEBOAT.

Unfortunately, the decision is necessary because of increasing pressures on space, and we regret that it will therefore no longer be possible to make exceptions to the above policy. Details of the death of branch and guild members should be passed to the appropriate regional office, who will forward the information to the Editor.

£ £ £ THE FUND RAISERS £ £ £

Some ways of filling the coffers...

In brief...In brief...In brief...

BARRY YACHT Club donated £1,300 to Barry Dock branch chairman last November, £400 of which came from an RNLI 'levy' which the club includes in its membership fee. At the same time, the chairman received a cheque for £50 from Josh Brown, 9, son of Barry Dock's second coxswain Ray, and his friend David Brooks, 10. For the second year running, they had gathered together their unwanted toys and sold them at a boat jumble.

LAURA Bradshaw, 12, and Claire Shimwell, 11, worked hard to design and dress a well in Pilsley village last July. £36 was donated by visitors and presented to the RNLI.

MRS ANNE Rayner held an exhibition of 150 of her watercolours in Newbury, donating some of the profits to the RNLI. Many of the watercolours were painted on her extensive travels or while sailing with her husband Eric, once a member of the RNLI's committee of management. Newbury branch was delighted to receive a cheque for £2,081.

BAMBER Bridge branch held a grand band concert at St Aidan's Church Hall on 11 November. Lostock Hall Prize Memorial Band entertained the audience for over two hours with a wide programme. The evening, which included a draw and the sale of souvenirs, raised over £200 for RNLI funds.

DESPITE appalling weather, the golf day at Abbeydale golf club in Sheffield on 23 August 1991 was 'very exciting'. The event was organised by Sue Heath, committee member of Hallam ladies' branch in Sheffield, who is also a past lady captain of the golf club. Proceeds from competitor's entry fees and from a large tombola realised £4,001.17 for the Institution.

HAMPSTEAD Garden Suburb branch's seventh Christmas bring-and-buy sale at Fellowship House this year raised £730. Souvenirs, cakes, clothes, bric-a-brac and refreshments were on sale. Despite competition from the rugby world cup final and a recession, honorary secretary Caroline Smith says the branch did very well.

NANCY HILL, crew member for Maiden on her round-the-world race with Tracey Edwards, gave a fascinating account of her adventures and a slide show to members of the Bishops Waltham branch. She presented a cheque for £100, part of the sponsorship for the trip she had to abort on breaking her collar bone. She later sent a further £200, received after giving a talk to the Round Table, who requested her to donate it to her favourite charity.

GOODWIN SANDS and Downs ladies' guild reports a very successful exhibition of 101 drawings and paintings at their local library at Deal. Pictures were donated, or the artist took a percentage on sale. Silverware and pottery were also displayed, and the sale of Christmas cards, calendars and notelets took £955. In all, the exhibition raised £1,600.

SIX BRIGHTON lifeboatmen faced the challenge of cycling the South Downs Way on mountain bikes. Over a long weekend in September, they cycled 100 miles from Winchester to Eastbourne, a route which tested their navigational skills! Station funds benefited by £460, and Heartbeat 2000 received £100 to go towards purchasing heart resuscitation equipment. Can there be a fitter lifeboat station?



Tasty cake

Mr Grant Hodgkinson of Grant's Sandwich Bar in Holmes Chapel presented the local committee with a cake designed in the shape of a lifeboat, which was to be first prize in the Christmas raffle.

The cake, made by Mrs Margaret Corlett of Sandbach, was displayed locally during the weeks before Christmas and raised over £200.

The winner of the cake generously donated it to a local children's hospital where it was devoured with much pleasure!

Singing support

Singing their support for the RNLI with the help of teacher

Alan Bower, the children of Wakefield Independent School, Wragby presented a £570 cheque to the lifeboats.

The money was raised from the school's Harvest Auction.

Area organiser (North East) Alan Dixon visited the school to receive the cheque and give a talk on the Institution. During the presentation, the schoolchildren performed a special song for the lifeboatmen and women, the words of which were written by headmistress of the school's junior department Mary Bladen.

What the dickens!

Haywards Heath and District fund raising branch had a dickens of a time on 6 December 1991 at the late night shopping evening in Lindfield, just north of Haywards Heath. The evening was declared a Dickens Night, and the lifeboat committee was

charged with dispensing hot soup and sausages to local shoppers.

The ladies entered into the spirit of the evening, selling 300 sausages and gallons of soup in two-and-a-half hours, to raise £250 for their branch.



Left: The ladies of Haywards Heath at the Dickens evening.

Success for Beaconsfield

Recently reformed Beaconsfield and District branch held its first AGM last November, where it was reported that the branch had raised £4,500.

There followed a talk by Mr James Grogono about his involvement with the hydrofoil catamaran *Icarus*, which achieved a world class speed record of over 28 knots in 1987. Well-known marine cartoonist Jake Kavanagh presented three original cartoons, which were later sold at auction for £154. Altogether, £1,200 was raised from this most enjoyable evening.

What recession?

There may be a recession going on, but Rustington and East Preston branch's fund raising ventures in 1991 still scored a succession of records.

The autumn coffee morning, which raised £775, was the most profitable ever held and the 20th annual sponsored walk in the spring raised a record sum of nearly £3,000.

As if that was not enough, the July flag day and house-to-house collection proved the best ever, making £3,250 for the RNLI. Finally, the total year income was a record £11,340.

Joint attraction

Cheltenham branch held a coffee morning during the town's fire station open day on 14 September 1991. An added attraction was the personal appearance of author Jilly Cooper.

The branch raised £500 during the day. A similar amount was raised for the Fire Service Benevolent Fund.

Haircut, sir?

Bury ladies' lifeboat guild raised £1,000 when Mr Chris Dagnam shaved his head for RNLI funds. The mop-cropping was performed at the White Horse in Walshaw by hairdresser Debbie Hall with the permission of landlords Mick and Brenda.

Back to school

Children from the Brentwood area were so eager to learn about the lifeboats that they gave up part of their half-term holiday to return to school!

Brentwood Girls School hosted the 'class', which was conducted by Brentwood Junior School headteacher James Brown, also a member of the local RNLI committee. Videos were shown and an art competition was won by Katherine Apps of Ingrave.

Mr Brown said, 'This followed a

Enterprising residents

Since 1970, North Chingford branch has enjoyed a close association with the residents of Enterprise House, a complex of self-contained flats.

Every year the branch is given use of a room for storage and distribution of flag week boxes and trays. Several RNLI film evenings have been held, and the collecting box in the communal bar has raised nearly £1,500.

The Chingford branch recently awarded Enterprise House residents an RNLI plaque, acknowledging their continuing support.

Bourne End boost

A liaison between the social club of Equity and Law Life Assurance Society at High Wycombe, Bucks and the local Bourne End branch has proven highly successful.

A special charity week in June included a national raffle, darts marathon, karaoke, a horse race evening and a disco. The highlight of the week was a rock concert featuring the High Wycombe band 'Wreckless'. A cheque for £7,000 was subsequently presented to Bourne End branch.

Equity and Law Life Assurance Society social club have decided to continue their support for the RNLI and hope to raise enough to purchase a D class inshore lifeboat.

Fishermen net £1,041

By kind permission of Lord Egremont, the Petworth and District branch held a fly fishing day on 29 June 1991, open to members of the Leconfield fly fishing club and their friends.

Two fishing sessions, with an excellent lunch in between, yielded 78 fish, the largest being three-and-a-half pounds.

This was the first such event held by Petworth and District branch and raised £1,041.

suggestion from the RNLI to make young people aware of the work of the lifeboats, and we were very pleased with the response.'

Right: James Brown looks on proudly as his 'class' show off their artistic talents.



Odysseus aboard his new lifeboat at the 'walk-into-the-sea', accompanied by his 'shore-helpers' Grandpop and the Mayor of Teignmouth.

Newest recruit

Budding lifeboat crew member Odysseus McNally launched a new class of lifeboat, designed and constructed by his Grandpop, at Teignmouth branch's 'Walk-into-the-Sea' on Boxing Day last.

Odysseus, our newest recruit, belongs to a family with strong RNLI associations - his great grandmother was named after Grace Darling.

Teignmouth branch have collected £455 from the event, little Odysseus' collecting box containing £34.30.

Towpath trek

Reading branch member Chris Clacey and committee member Kevin Goddard trekked 125 miles along the towpath of the Kennet and Avon Canal from the mouth of the River Kennet at Reading to Bristol over four days last September.

A week before the walk, an RNLI exhibition was on display in Reading's Broad Street Mall shopping centre. Together, the walk and the exhibition raised over £2,000 for the lifeboats.



£ £ £ THE FUND RAISERS £ £ £

£19,000 from Southend

Proceeds from Southend-on-Sea branch's sale of souvenirs for the year ending 30 September 1991 exceeded £19,000. Over £12,000 of this was taken at the pierhead lifeboat house souvenir shop in its first full year of operation.

As well as a fun day organised by John and Dawn Parker of the Britannia Hotel (which produced £900), and a collection aboard the pleasure craft *Balmoral* (which yielded £123), the branch raffled a painting by John Lee of Weymouth entitled 'The Last Commission'. It depicts Southend's former lifeboat *Greater London II*, and raised £1,125.

Tickets had been sold to boathouse visitors from Australia, New Zealand, Colombia, Seattle and Vancouver but the winner was local man Les Borkett of Thorpe Bay whose son Mark is a crew member in the Southend lifeboat *Percy Garon III*!

Vintage sales

TV personality Raymond Baxter, an RNLI vice president, visited Worthing to receive an £800 cheque from author Rob Blann from sales of his two books on the town's lifeboat past.

Arriving at W.H. Smith in a 1920 vintage car on 24 October, Mr Baxter was escorted into the store by the town crier and entertained to a sing-a-long by members of the Worthing Edwardian Club in period costume.

Worthing branch set up their souvenir stall in store for the week and screened RNLI promotional videos.

After a visit to Worthing's old lifeboat house, Mr Baxter lunched at the tavern 'A Town's Pride', named after Mr Blann's book. Meanwhile, despite the cold weather, RNLI supporters manned a stall on the pavement outside the pub. The day was pronounced a huge success.



Hamming it up

Radio enthusiasts from Thatcham Novices radio group made (radio) waves on August bank holiday 1991 when they set up a station in the grounds of the Travellers Friend public house, Crookham near Newbury for a sponsored 'talk to the world'.

Members of the public were invited to take part on their station, whose callsign GB4LB1 was specially designed for the event. Well over 400 contacts were made worldwide and the group raised £500.

A winter's tail

Former submariner Steve Winter faced the unkindest cut of all when his prized pigtail was sheared off to raise £175 in sponsorship for the RNLI.

Steve, 35, of Collier Street, Kent, said, 'I'd been growing it ever since I left the Navy, just to prove there were no petty officers yelling at me any more to get it cut.'

The dirty deed was done on Boxing Day by 'hairdresser-for-the-day' Colin Springate, landlord of the local White Hart pub, who now plans to hang the tail over the bar as a trophy.

Trawling for funds

A generous but anonymous local supporter gave Rhosneigr and District branch a beautifully made model of a Scottish fishing trawler - battery-operated, radio-controlled and measuring over six feet long.

Rhosneigr branch, located in a tiny seaside resort on the west coast of Anglesey, decided to raffle the craft. Nearly £1,200 was collected and the trawler was won by Michael Dean of Knutsford.

The branch was formed in 1984, since when its supporters have raised over £36,000 plus a further £48,000 in the form of legacies.

Clubbing together

Leighton Buzzard ladies' guild borrowed Barham model club's half-scale replica of the Great Yarmouth and Gorleston Waveney class lifeboat *Barham* for the town's May Fayre.

Displaying the model in the High Street, the guild sold souvenirs alongside and doubled the usual takings by raising £103. Seeing a lifeboat so far inland obviously caused quite a sensation in the town!

The model was built by the lifeboatmen of Great Yarmouth and Gorleston in 1986 to raise funds for their station. Since then, the model has been sent to fund raisers all over the country.

Left: the *Barham* model, which is available to branches and guilds around the country for their own fund raising events. For information, please contact Jane Hawkins at 19 Station Avenue, Gorleston, Norfolk NR31 7QU, tel 0493 668372.



Going for broke

Walkers from Lloyds brokers Sneath Kent and Stuart took part in the 1991 Royal British Legion (Lloyds of London branch) city walk on 19 October to raise money for the Legion and the lifeboats.

To distinguish themselves from other participants (and perhaps to protect themselves from the wet weather!), the team wore lifeboat oilskins and sou'westers. Finishing 61st out of 139 teams, the team raised about £50.

Summer draw

Whitby ladies' lifeboat guild have reached their year end having raised £14,000. A major fund raiser was the summer draw, the first prize a painting donated by Whitby artist Mr John Freeman, who is shown below with members of the Whitby branch and the winning ticket.



£ £ £ THE FUND RAISERS £ £ £

Pulaid cheque

A £1,500 cheque was presented to the RNLI at the London International Boat Show on 5 January 1992 by Jim Saltonstall, RYA senior national racing coach, on behalf of Pulaid Marine Systems. The cheque was accepted for the RNLI by Danny Potter of New Quay station.

The donation fulfils a sales promotional agreement made a year ago when Pulaid undertook to donate to RNLI funds £1 for each of the company's navigational reference systems sold. The system is a set of laminated, rotating discs providing instant reference to, among other things, the International Regulations for the Prevention of Collisions at Sea and the IALA Buoyage System.

Carnival time!

A new branch of the RNLI, formed last October, has been launched in carnival atmosphere.

Midsomer Norton/Radstock and District branch in Avon decided on a

Come rain or shine

Regular visitors to Lyme Regis will no doubt recognise this smiling face! 'The Axminster music man' Norman Welsh plays his accordion along Lyme's promenade in all weathers during flag week, collecting money for charities as he goes. Mr Welsh is said to have collected £150,000 and has donated over £10,000 to the RNLI.

'getting to know you' exercise by entering the local carnival.

Poole's inshore lifeboat was dressed up in flags, and 'Home From The Sea' was played on continuous tape, satisfactorily beating off competition from a local sea cadet band marching behind! Committee members in lifeboat gear walked alongside.

The new committee are now organising the branch's first major event, which will be a cheese and wine evening to be held at Midsomer Norton Town Hall in May.



Souvenir shop on wheels

In 1987, five local business people donated a second-hand caravan to the Woodbridge branch to be used as a souvenir sales shop and PR office.

Tony Purnell of the branch said, 'The caravan was modified to take display shelves by our friendly chippie, and we were allowed to berth it - free of charge - on Ferry Quay at Woodbridge during the summer season and store it at a boatyard in the winter.'

'It goes to fetes and shows and is 'crewed' by the lifeboat ladies during weekends and summer holidays. Other volunteers maintain it, improve it - and tow it! - at no cost to the Institution. Souvenirs worth over £4,000 have been sold from it so far.'

'Oh yes, and just to keep up the tradition, it is painted orange and blue, bears the number '4-001' and is just over 12ft long!'

Show house auction

National builders Taylor Woodrow auctioned the contents of their show house on the Pine Springs Estate, Dorset in November, donating sale proceeds to the Broadstone branch.

Reserve prices for the show house contents were generously low, all excess proceeds going to the RNLI.

Members of the Broadstone branch helped co-ordinate the event, and branch member Peter Coles auctioned the furniture. Ms Bridget Lorimer of Taylor Woodrow later presented the magnificent sum of £2,083 to branch chairman Brigadier Paul Roberts.

Broadstone branch raised a further £314 at this well-supported event through raffles and souvenir sales.

In brief...In brief...In brief...In brief...In brief...In brief...

FRAMPTON Cotterell and District branch list among their successes for 1991: a silent auction (£785), May's flag week (£2,991), a June barn dance (£1,102), and July's Tramps and Vamps farm night, a fun evening with games, raffles and competitions (£1,051). Together with collections, jumble sales, raffles, sponsored events, darts and skittles matches, the branch has raised just over £13,000 this year. **HITCHIN** and District branch's barn dance on 16 November was a resounding success, about 80 guests stomping the night away in the Sun Hotel to the sound of The Rangers Country Dance Band and caller George Cropton, who did his utmost to ensure that dancers executed the correct steps! £92 was taken in the raffle and £60.35 in the sale of souvenirs, with a total profit of £300.54.

AN AUCTION, raffle and firework display were all held at the home of Mr Brian Lodge in Farnborough last November and raised £2,250 for the lifeboats. A keen sailor, Mr Lodge has organised fund raising events for the last five years and is a regular supporter of the RNLI. On offer during the evening were a football signed by Barnet Football Club, a canal trip for six, a trip round Concorde and a day on a yacht. All those attending the evening were dressed, appropriately for the RNLI, in the theme of red, white and blue!

THE NEWLY installed landlord and staff of The Flask public house in Hampstead, together with 'all who drink in her', have rekindled the pub's traditional support for the lifeboats. In the weeks over Christmas, donations totalling £21.80 were taken from the new collecting box and £131 was raised through a raffle of wine and spirits donated by the landlord.

THE VERDICT: 'The ladies of Selsey Lifeboat Association have excelled themselves yet again!' This time, the event was a trolley run, attended by TVS's Fern Britton who drew raffle tickets, mingled with shoppers and signed autographs, helping to raise £592.

FOUR MEMBERS of St Agnes lifeboat station drove 720 miles from Appledore to Weymouth last November, collecting money for Children in Need from south west lifeboat stations along the way. Street collections were also organised in Truro and Plymouth. Crew members Paul Kimberley, Paul Gamble and Neil Roberts, together with launcher Peter Maddock, raised a total of £1,339 for needy children.

MRS ANN Benney presented a cheque for £612 to Torbay's honorary secretary Tony Smith, representing money raised from Mrs Benney's third sponsored parachute jump in aid of the Torbay lifeboat station.

PERRANZABULOE branch is a small group of fund raisers set up in March 1990, who can already claim some success with their dog shows, coffee mornings, jumble sales and a colourful entry in the summer carnival. The year's highlight, however, was August bank holiday flag day. As well as stalls on the village green, the day had surf guards showing off their skills and the coastguards giving a demonstration of their work off the cliffs. RNAS Culdrose in conjunction with the St Agnes lifeboat and St Ives' Mersey *The Princess Royal* also performed a joint air/sea rescue display.

AN £8,000 cheque was presented to Paul Hodgson, Gary Finnis and Victor Champs of Margate lifeboat crew at Earls Court Boat Show on 2 January by Icom (UK) Ltd. Icom (UK) donated £1 for each marine radio sold.

£ £ £ THE FUND RAISERS £ £ £



From the Royal Bank of Scotland's Credit Card Centre, Ray March, Ray Essen, Gerry Furner, John Brown and Sandy Matthew present the cheque to the RNLI's Tom Cocking (second left), Peter Holness (third left) and Barbara Trousdell (third from right).

Mastercard payment

The London International Boat Show was the setting for the presentation of a cheque for £131,864.36 to the RNLI.

The money was presented by Ray Essen, business development manager, and Gerry Furner, business accounts manager, on behalf of The Royal Bank of Scotland.

The bank introduced a Mastercard scheme whereby £7.50 is donated to the RNLI for every Mastercard account opened, further donations being made every time the card is used to make a purchase.

In brief...In brief...In brief...

AYTON'S fund raisers have celebrated their tenth anniversary with a party. The 13-member group has raised around £15,000 since its formation in September 1981 through jumble sales, garden parties, concerts and the Christmas fair. The money raised is presented to Scarborough ladies' lifeboat guild.

KENSINGTON branch's annual sponsored walk for children was held in Holland Park in November. Card marker Mary Thornhill, 14, is a 'retired' walker, having walked every year between the ages of 4 and 13. In all, she covered 173 miles and raised a grand total of £1,301. The 1991 Kensington walk raised over £2,400.

MRS TAMAR Edwards, Lady Mayoress of Coventry, invited members of Coventry ladies' lifeboat guild to take tea with her in her parlour in recognition of their fund raising efforts. Tea was followed by a conducted tour of the historic Council House, parts of which, dating from the 13th and 14th Century, survived the Blitz.

LAST September, six staff from the Hendon Metropolitan Police Driving School drove two sponsored Rover cars non stop around all 12 EC countries. The crews were attempting to break the existing record but missed because of a tachograph failure, making theirs an invalid entry. Despite that, the crews still managed to raise almost £4,000 for the lifeboats!

Chivenor drift

A drift/swim from Barnstaple Bridge to the RAF watersports club slipway at Chivenor by 27 members of various RAF sub-aqua clubs has raised £1,200 for the RNLI.

The event was waved off by Barnstaple's deputy mayor on 20 September, and it took about three hours to cover the 4.5 miles distance.

A back-up safety boat and engine was provided by Ilfracombe sub-aqua club, and Appledore's Atlantic 21 lifeboat was also in attendance.

The cheque was presented to Appledore lifeboat coxswain Desmond Cox by Group Captain Roger Gault, Officer Commanding RAF Chivenor on 3 November.

Other stations taking part in the event were St Mawgan, St Athan, Halton, Cottismore, Wyton and Cranwell.

Jailbreakers

Bullington Prison, Bicester suffered its worst ever break-out - but the officers didn't mind one bit!

The 'offenders' in question were Gerry Wallis, Shirley Tynan, Kevin Simms and Peter Wilberforce-Eke from Bicester's Vehicle Inspectorate Executive Agency. Their crime was volunteering to raise money for Bicester Round Table and Ladies' Circle charities.

The aim of the sponsored mass breakout was to travel as far as possible in 12 hours without spending any money. The team won hands down, reaching John O'Groats in 10 hours 50 minutes, raising £1061 for the RNLI.

Keeping a promise

One day in 1944, a 16-year-old sea cadet called Bernard O'Reilly came ashore from the Skegness lifeboat, having acted as signalman on a war-time service to a bomber which had crashed into the sea while returning to RAF Waddington. It was 2200, but Bernard was able to spend the last hour at the dance he had planned to visit for the whole of that evening.

At the dance he made a collection for lifeboat funds, encountering a young girl who was a schoolmate. Embarrassed, Kathleen Carey told him she had just spent her last tuppence on crisps, but would make a donation later...

Nearly 48 years later, Bernard's tel-

Rowing to success

Four fit and splendid fellows from Wraysbury skiff and punting club rowed a double-camping skiff, built privately in 1930 and restored in 1988, in The Great River Race held on 7 September last year.

Crew members R. Weaver, J. Neaves, R. Roberts and M. Williams rowed the 22-mile course from Richmond to Island Gardens in the Isle of Dogs, raising £800 in sponsorship.

As three extra bonuses, the crew won the cup for first place overall on handicap, the Tenks Thames trophy for being the first Thames-based boat on handicap, and the Gravesend trophy for being the first oared craft in on handicap.

The things people do!

Fancy a dip? Fund raisers from five branches certainly did over Christmas and New Year, braving cold waters and winter conditions to raise money for the Institution.

First to take the icy plunge were members of Littlehampton Sailing Club. Four frozen sailors took a Boxing Day dip and made £150.

On a nippy New Year's Day, it was the turn of three Scottish branches to 'chill out'.

Four Girvan members took their traditional dip, raising £30; 55 swimmers at Helensburgh, bearing in mind the gales and lashing rain of the previous year's swim, submerged themselves to raise 'a considerable sum', and nine members from Carnoustie branch were rewarded in their efforts by raising more than £300.

Last but not least, eager dippers from the Cuan Bar at Strangford, Banbridge jumped in to make almost £300. Brrr!

ephone rang. He was now the deputy launching authority for Skegness lifeboat and the voice was that of a flight lieutenant at RAF Waddington. Did Bernard remember a young lady called Kathleen Carey? He did, and learned that she was now Anne Batty and that she had just taken part in a sponsored swim for the RNLI. Would Bernard like to visit RAF Waddington to accept the money she had raised?

And so it was that Bernard O'Reilly met the young lady at the dance for the first time in 48 years. She was able to keep her promise by adding £500 to RNLI funds at the very RAF station that the 1944 bomber had been making for...

ASDA be good news

Nuneaton and District branch began its third fund raising year in February 1991 with a flag day and charity stall. Despite the sleet and snow, over £1,148 was collected and £262 of souvenirs were sold.

An open day at Nuneaton fire station, a carnival and gala, a steam fair and a day spent in the foyer of the ASDA superstore helped result in a final year total of just over £6,773.

Snooker prize

When Phil Lord and his three friends play snooker, the losers put a pound (sometimes more) into a large empty whisky bottle. The bottle was finally cracked open recently, and the contents added up to a splendid £925. Sincere thanks to the 'losers' who generously turned their losses into 'winners' for the lifeboat service.

Hoylake open day

Over 20,000 people flocked to Hoylake in the glorious sunshine for the station's Bank Holiday Open Day in August last year and raised £12,000.

The show took place on the Promenade at Hoylake and was officially opened by Brookside's Ron and D.D. Dixon, in real life, actors Vince Earl and Irene Marot.

Star attraction was Hoylake's Mersey class *Lady of Hilbre*, parked on her trailer outside the lifeboat house. Also on show were a brass band, a model steam railway and Webster's talking shire horses, as well as a rescue demonstration by a Wessex helicopter from RAF Valley and the New Brighton and West Kirby inshore lifeboats. Aerobatic stunt displays really had stomachs churning when two women 'wing-walkers' looped the loop while strapped to the wings of a biplane!

Note: West Kirby inshore lifeboat celebrated its 25th anniversary last year - and was the busiest station in the north west in 1990.

From its opening in 1966 to its 25th birthday, West Kirby's D class lifeboat had responded to 325 calls and saved 138 people.

The Fund Raisers

The final date for copy to appear in this section of the Summer 1992 issue of THE LIFEBOAT is 15 May 1992



Youngsters 'bop the night away' at Glasgow's Twelfth Night Ball. Photo Paul Reid

Twelfth Night ball

A glittering occasion was held at the Albany Hotel, Glasgow on 6 January for 400 youngsters aged 13-18.

The 'Twelfth Night Ball' was organised by Mrs Liz McKillop and Glasgow North ladies' lifeboat guild. Dinner jackets and evening dresses were the order of the evening, with many of the young men resplendent in full highland regalia!

Energetic dancers performed expertly across the range from disco to Scottish Country dancing and area organiser Tom Brown collected £4,600 for RNLI funds. Overall verdict: 'Let's do it again next year!'

Sotheby's lunch

The guest speaker at the Leicester ladies' guild annual luncheon in February was David Battie of Sothebys.

The luncheon was attended by Lady Martin, president of the guild, the committee and 205 guild members. Mr Battie proved a very popular speaker and gave an interesting and informative talk.

The guild celebrated its silver jubilee last year and under the chairmanship of Mrs Pearl Lynch £18,000 was raised.

Mermaid ball

The 1991 Mermaid Ball, held at the London Hilton, raised a staggering £96,000. The evening's fund raising included the chance to bid for parts of a D class lifeboat. The Countess of Normanton, 1991 ball chairman, was delighted with the result and praised her committee for their tireless dedication and hard work which resulted in a fun fund raising evening.

Right: Mrs Aisher (chairman of the Central London committee), the Countess of Normanton (1991 ball chairman) and Mrs Christie (ball vice chairman).

The fine art of fund raising

At a recent reception hosted by Phillips Fine Art Auctioneers in Leeds, the RNLI was presented with a painting of the *City of Sheffield* by Edna Lumb. It was accepted by Captain Sir Miles Wingate, recently retired chairman of Trinity House and RNLI committee of management member.

A limited edition of 250 prints, each one signed and numbered by the artist, has been produced. The cost of the painting and the production of the print has been generously provided by sponsorship and all proceeds will go to the RNLI. As a result, the first 50 prints have been sold, thus raising £2,500.

Copies of the prints are available from Mr Stephen J. Wood, The Old House, Town Street, Chapel Allerton, Leeds LS7 4NB, price £50 (plus £2.50 p&p), cheques payable to the RNLI.



Around the Fund Raising Regions

A list of branches and guilds from the Greater London and Eastern Regions

GREATER LONDON

RNLI
202 Lambeth Road
London SE1 7JW
Tel 071-928 5742
Regional Organiser, Miss A. Wilkins

London

Camberwell
Central
Chiswick and Hammersmith
City
Clapham, Battersea and Wandsworth
Dulwich
Ealing
East Sheen and Barnes
Eltham and District
Finchley and Friern Barnet
Greenwich
Hampstead
Hampstead Garden Suburb
Hendon
Hornsey
Islington
Kensington
Lewisham
Leytonstone
North Chingford
North Southwark
Norwood and District
Putney and Roehampton
St Marylebone
Streatham and Norbury
Tooting and Balham
Totteridge
Willesden
Wimbledon
Wood Green
Woolwich

Essex

Barking and Dagenham
Gidea Park
Harold Wood
Hornchurch and Rainham
Ilford
Loughton
Romford
Special Events Team
Upminster and Cranham
Woodford and Wanstead

Hertfordshire

Barnet
Bushey and Bushey Heath
Cheshunt
Cuffley
Elstree and Borehamwood
Potters Bar

Kent

Beckenham
Bexleyheath
Biggin Hill
Bromley and District
Chislehurst
Crayford and Erith Districts
Orpington and District
Petts Wood and Crays
Sidcup
Welling
West Wickham

Middlesex

Enfield Lifeboat Club
Harrow
Hounslow
Northwood

We are pleased to list branches and guilds from the Greater London and Eastern regions, together with the names and addresses of regional organisers. Our fund raising branches are always looking for extra helpers to assist with fund raising events, collections etc, and anyone who would like further information is warmly invited to contact their regional organiser.

Pinner
Rayners Lane
Shepperton
Staines and Ashford
Stanmore
Sunbury
Twickenham and District
Wembley and District
West Drayton and Uxbridge

Surrey

Banstead
Carshalton
Chipstead
Claygate
Cobham
Coulson, Kenley and Purley
Croydon
Epsom and District
Esher
Hinchley Wood
Kingston-upon-Thames
Kingswood and Walton-on-the-Hill
Malden and Coombe
Merton and Morden
Mitcham
Molesey
Oxshott
Richmond-upon-Thames
Sanderstead
Surbiton
Sutton, Cheam and Worcester Park
Tadworth
Thames Ditton
Wallington

EASTERN ENGLAND

RNLI,
Spooners Lane,
Hadleigh,
Suffolk
IP7 5EZ
Tel (0473) 822837
Regional Organiser, G.E. Price

Bedfordshire

Amphill
Bedford
Biggleswade
Dunstable
Gamlingay, Sandy and District
Leighton Buzzard
Luton and District
Ouse River
Sharnbrook
Shefford Guild
Stopsley
Sutton
Toddington

Buckinghamshire

Aylesbury
Beaconsfield
Bletchley
Bourne End
Brill
Buckingham
Buckland
Central Milton Keynes
Chalfonts

Chiltern
Denham
Gerrards Cross
High Wycombe
Marlow
Olney
Princes Risborough
Wing
Winslow
Wolverton

Cambridgeshire

Cambridge
Chatteris
Ely
Huntingdon
March
Peterborough
St Ives
St Neots
Whittlesey
Wisbech

Essex

Benfleet
Billericay
Braintree
Brentwood
Brightlingsea
Bumpstead
Burnham-on-Crouch Branch
Burnham-on-Crouch Guild
Canvey Island
Chelmsford Branch
Clacton on Sea Branch
Clacton on Sea Guild
Colchester
Dunmow
Epping
Great Wakering
Halstead
Harlow
Harwich and Dovercourt Branch
Harwich and Dovercourt Guild
Maldon
Mersea Guild
Mistley and Manningtree
Ongar
Rayleigh
Rochford
Saffron Walden
Southend-on-Sea
Southminster Guild
Thurrock
Tiptree
Walton and Frinton Branch
Walton and Frinton Guild
West Mersea
Wickford
Witham

Hertfordshire

Albury
Baldock
Berkhamsted
Bishop's Stortford
Chipperfield
Chorleywood and Rickmansworth
Harpenden
Hatfield
Hemel Hempstead
Hertford
Hitchin

Hoddesdon and Rye Park
Knebworth
Letchworth
Marsworth
Much Hadham
Oxhey and Carpenders Park
Royston
St Albans
Stevenage
Tring
Ware
Watford
Welwyn Garden City
Weston

Lincolnshire

Stamford

Norfolk

Attleborough
Aylsham
Bancaster
Cromer Branch
Cromer Guild
Dereham
Diss
Downham Market
Fakenham
Gt Yarmouth and Gorleston Branch
Gt Yarmouth and Gorleston Guild
Happisburgh
Harleston Guild
Holt
Hunstanton Branch
Hunstanton Guild
King's Lynn
North Walsham
Norwich Branch
Norwich Guild
Sheringham Branch
Sheringham Guild
Swaffham
Thetford
Wattton
Wells next the Sea Branch
Wells next the Sea Guild
Wroxham
Wymondham

Suffolk

Aldeburgh Branch
Aldeburgh Guild
Beccles
Brandon
Bungay
Bury St Edmunds
Eye
Felixstowe
Framlingham
Hadleigh
Halesworth
Haverhill
Ipswich
Lavenham
Lowestoft Branch
Lowestoft Guild
Newmarket
Southwold and Dunwich Branch
Southwold and Dunwich Fund
Raising Branch
Southwold Museum
Stowmarket and Needham Market
Sudbury
Thedwastre
Walberswick
Woodbridge

This Way Up

The ability of a modern lifeboat to self-right after a capsize is a valuable safety feature, but just how is this achieved? **Mike Floyd** sets out to explain the principles behind a modern self-righting lifeboat without recourse to diagrams or *too* much technical language...

Standing on a storm-lashed shoreline it is possible to begin to appreciate the immense power of large waves. These are waves which can batter a concrete pier into oblivion, smash brick buildings and erode a granite cliff – yet a lifeboat must be designed to go to sea in them. No vessel can simply resist such forces, she must live with them, rolling with the punches and accepting that the time may come when she is simply overwhelmed by the might of the sea. The trick is to ensure that a lifeboat survives when she is overwhelmed, returning to the fray in a fit state to carry on.

Strength and reliability are part of the equation, but the ability to come out fighting relies on being upright, an aspect of design which is very special to lifeboats and which is not as simple as it might seem.

A boat floating quietly in still water may look tranquil, but in fact she is carrying out a complex balancing act. Her weight, acting downwards, is being balanced exactly by another force pushing upwards – a force which prevents her from sinking further into the water and acts to keep her upright and floating level fore-and-aft.

Eureka!

It was Archimedes who first postulated that a floating object displaces its own weight of water (hence the term 'displacement' when describing the weight of a boat) and it is this displaced water trying to return to its previous position which provides the upward force, known as 'buoyancy'.

Just as weight can be 'averaged' and assumed to act through a single point called the 'centre of gravity', so buoyancy – essentially the immersed volume of the boat – can be 'averaged' in the same way and be thought of as acting through another single point called the 'centre of buoyancy'. It is the relative position of these two points which determines whether a boat will float level and upright, and how much force



The high superstructure of an Arun class lifeboat may make her look 'top heavy' to some eyes, but is the key to her ultimate stability and safety.

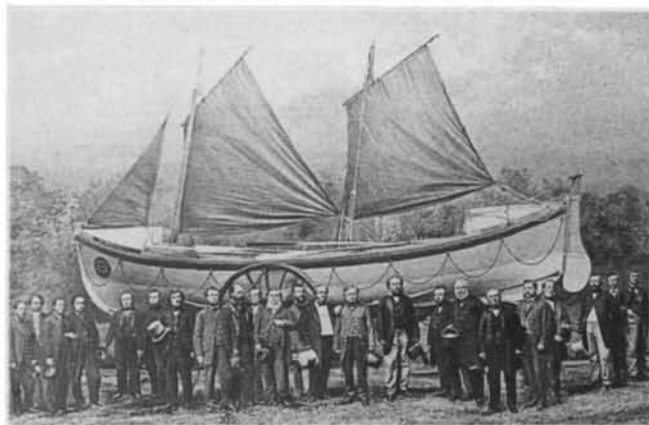
will be required to heel her over, or capsize her.

Although the centre of gravity of the boat is fixed once she is built (determined among other things by her construction and the weight and position of engines and equipment) the position of the point through which buoyancy acts is constantly on the move when different parts of the hull are immersed by heeling or wave action.

The total volume of boat in the water will remain

It may be hard to believe, but the same self-righting principle applies to these two lifeboats, separated by more than 125 years of development. The sails and oars may have given way to turbocharged diesels, but the raised fore-and-aft boxes on *Wolverhampton* (left), stationed at The Mumbles from 1866 to 1883, perform the same function as the superstructure on the 1991 FA B 3 prototype (right). Both provide volume, and thus potential buoyancy, where it is needed to right the boat from a capsize.

Photo: (left) *Graham Farr Archive*



This Way Up

continued

roughly constant, in order to provide a balancing 'returning push', but the ever-shifting relationship between the two centres – one fixed, one moving – affects the way in which a boat behaves in waves, and also determines whether she will be self-righting.

The relationship is extremely complex, but in essence the centre of gravity will always try to tip the boat one way or another until it is directly above the centre of buoyancy, and boats are designed so that this is the natural position when they are safely upright in the water, level fore-and-aft and from side to side.

Should a boat capsize, the centre of either force could be moved artificially to bring her back onto an even keel. The centre of gravity could be moved temporarily by shifting ballast (often water) inside the hull, or the centre of buoyancy could be moved artificially by, for example, inflating an air bag under the water.

However both systems have their disadvantages. Moving ballast involves a complicated system of tanks, pipes and valves, and also has the practical disadvantage of bringing corrosive seawater inside the boat. Air bags are relatively simple to add to many types of boat but, although the self-righting ability remains so long as the bag is left inflated, they are basically a once-only system and have to be stowed and the system re-charged with gas before re-use.

Automatic

A more elegant solution is to make the boat inherently self-righting, by ensuring that the centres of gravity and buoyancy move automatically to positions that bring the boat upright.

The principle used for modern lifeboats was well known even in the 1850s: keep the centre of gravity low, and ensure that the centre of buoyancy moves outward as the boat heels to exert its returning push up on the 'downhill' side of the boat. This can be achieved by positioning buoyancy high up, so that when the boat is heeled it is further 'out' and therefore has greater leverage. When the boat is upside down the weight is high above the buoyancy and the boat is unstable and will 're-capsize' into an upright position.

Almost every aspect of boat design is linked. A larger lifeboat, like the Arun or new FAB prototypes, needs a cut-away section amidships to bring the deck close enough to the water to recover survivors. This cut-away section removes volume from the hull at a point where it would be most useful – and volume is 'buoyancy', complicating the stability and



An effective but less elegant self-righting method. Inflating an air-bag, seen here on a 52ft Barnett, moves the centre of buoyancy to right the boat, but its bulk is less than convenient if left inflated.

This aim has exercised the minds of lifeboat designers for the past 200 years, for every aspect of boat design is linked and, as the early designers discovered, making a boat self-righting from a capsize could make her 'tender' (easily heeled), uncomfortable and difficult to work aboard when upright in normal service.

The 19th century lifeboats used heavy keels to keep the weight low and had raised fore and aft end-boxes (which gave them their distinctive appearance) to raise the buoyancy as far as possible when inverted. These boxes could not be too high, as they would obstruct visibility and provide too much wind resistance, so to be sufficiently unstable when upside down the boats had to be relatively narrow – with the disadvantage that they were also less stable when the right way up.

To retain relatively wide, and therefore stable, hulls which are still self-righting the buoyancy must be pushed still higher to give greater leverage, in fact so high that it cannot be accommodated in the hull at all. This is the clue to the modern breakthrough which gives stable, yet still self-righting, hulls – thinking beyond the hull itself and using the superstructure to provide this extra buoyancy.

It is, therefore, tall and bulky superstructures which give lifeboats their ultimate stability, even though the seemingly top-heavy look leads many to assume that it detracts from it.

self-righting calculations. This is one reason why the Arun and FAB 3 (left) have a proportionally greater superstructure volume than the smaller classes of lifeboat such as the Tyne (right) and Mersey – whose deck is low enough to recover survivors from the water without the need for cut-out sections at the deck edge.



The large volume of the superstructure of the Mersey class, pictured right, cannot be pushed any further into the water by the fixed weight of the boat. Although completely upside down as the strops are released it is clear that the boat is very unstable in this position as she is balanced precariously on the cabin top and a small section of deck at the bow. She will re-capsize into the upright position in a matter of seconds.



Photographs of self-righting trials – which all new boats have to undergo – show clearly that the sealed superstructure of a modern lifeboat provides so much extra buoyancy that it is impossible for them to stay capsized. The huge extra volume of the superstructure simply refuses to be pushed far underwater by the fixed weight of the boat, and the lifeboat is so unstable when inverted and trying to float on the relatively narrow superstructure that she rights herself within a matter of seconds.

The key words are of course 'sealed superstructure', for if the cabin floods, the buoyancy, and hence self-righting ability, is lost.

Strong, modern materials have made it possible to give quite high superstructures the required strength without excessive weight, and the need for an effective seal has led to such things as the watertight doors which are now a prominent feature of all lifeboats. The doors must be quick and simple to operate, yet must seal perfectly when closed.

Cabin and wheelhouse windows are also part of this seal, and much work has been carried out to ensure that water pressure during a capsize will not push them in, nor the force of a breaking wave smash them. Neither can the windows be opened, a further safeguard against breaching this essential watertight seal. It is only relatively recently that materials such as the immensely strong polycarbonate now used for the 'glass' area have made such designs a practical and safe proposition.

Other aspects of the design of an inherently self-righting lifeboat must also come under close scrutiny.

The superstructure must be sealed during a capsize, yet both engines and crew need fresh air (the engines in very large quantities for combustion of the fuel), and stale air and diesel exhaust have to be vented outside the boat when running normally.

Special vents have therefore been developed to ensure that neither crew nor engines suffocate in normal service, yet which prevent water entering should the boat capsize. The very hot exhaust of a powerful turbocharged diesel engine presents its own problems in this area, but this is solved by ensuring the exit is in the small area of the boat's stern which is clear of the water when upright, upside down or at any angle in between.

Specialised

Special engine cut-outs have been used since the earliest self-righting motor lifeboats, and today's versions have been developed to either cut the engines or return them to idle during a capsize, warning lights coming on to remind the crew that the cut-outs have operated.

The modern lifeboat is therefore a very highly developed and extremely specialised vessel. Not only do the designers have to balance weight and strength, speed and seaworthiness, handling and ultimate security but they also have thrust upon them the additional task of ensuring that she will self-right after a capsize. Hardly surprising then that such designs cannot be bought off-

the-shelf and that the RNLI's technical and operational sections expend so much time and energy in designing and proving each new class of lifeboat.



Imagine the sealed orange superstructure as a permanently inflated 'air bag' and it is easier to imagine the upward force it is generating as this Tyne class lifeboat rolls upright. This view also shows how the height of the upperworks when upright becomes 'further out' when the boat is knocked down, providing the righting force with greater leverage.

E · U · R · O · P · E · S L · A · R · G · E · S · T



THE EUROPEAN
TRADE EXHIBITION FOR
SMALL COMMERCIAL CRAFT
AND EQUIPMENT

EUROPEAN WORKBOAT SHOW

23-25 JUNE
1992

The European Workboat Show has expanded rapidly and successfully with last year's visitors voting the show a huge success.

Well over 5000 trade visitors, from over 40 countries worldwide, attend the show to view the 200 plus exhibitors and on-water display of 100 craft. Many of the world's leading manufacturers of small commercial, military and fishing craft are represented together with the vast range of equipment, components and services.

LE PLUS GRANDE D'EUROPE... Lancé en 1990, le European Workboat Show a rapidement pris de l'ampleur, et compte aujourd'hui plus de 200 exposants, 80 bateaux à flot et un nombre croissant de visiteurs (plus de 5000 visiteurs professionnels venus de 39 pays).

Le site offrant cette année une superficie supérieure, on s'attend à ce que le salon s'étende de nouveau pour 1992.

EUROPAS GRÖSSTE... Die „European Workboat Show“, die 1990 zum ersten Mal stattfand, expandierte rasch und bietet nun 200 Ausstellern und 80 Booten zu Wasser Platz. Die Zahl der Besucher steigt stetig (über 5000 Besucher aus 39 Ländern in aller Welt).

Die Vergrößerung der Ausstellungsfläche wird voraussichtlich auch 1992 zu einer weiteren Expansion führen.

THE VENUE - PORT SOLENT

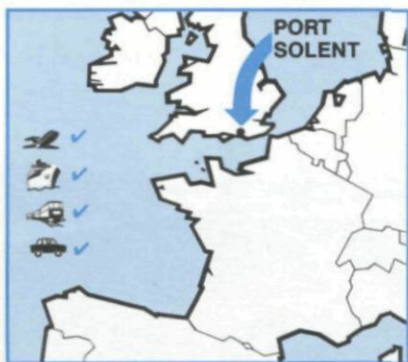
Port Solent, Portsmouth, is the ideal location for this specialist exhibition. A superb marina complex with **free** parking adjacent to the exhibition area.

EASY TO GET THERE

BY CAR Port Solent is located next to Junction 12 on the M27 Motorway which links with the UK motorway network.

BY RAIL Two trains per hour from London (Waterloo) Station to Portsmouth (1½ hours travel time). A free courtesy bus operates for the short journey to Port Solent.

BY AIR Nearby Southampton (Eastleigh) Airport links with many UK and European airports. Direct Motorway link from London's Heathrow or Gatwick International Airports.



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- Winches/Haulers
- Communications
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SEMINARS

There is a daily **free** Seminar programme on important and topical subjects relevant to the Small Commercial Craft Industry. For a programme update, please contact the Seminar Secretary: Tel. 0372 453316, Fax. 0372 459974.

EXHIBITION DATES & OPENING HOURS

Tuesday, 23 June 1992	10.00am to 6.00pm
Wednesday, 24 June 1992	10.00am to 6.00pm
Thursday, 25 June 1992	10.00am to 6.00pm

- PRESENTED BY -



**British
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For further information please contact:-

National Boat Shows Limited, Rownhams House, Rownhams, Southampton, England SO1 8AH.

Telephone: (0703) 737311 Facsimile: (0703) 736840

PAST...AND...PRESENT

50 years ago

From the pages of the LIFEBOAT WAR BULLETIN No. 7 of March 1942

30 MONTHS OF WAR

In the first thirty months of war Life-boats have rescued 4630 lives. They have rescued more lives in thirty months of war than in the last thirteen years of peace. They are rescuing nearly two lives for every life rescued in the last war, and five lives for every one rescued in the twenty years of peace between the two wars.

GOLD MEDAL FOR PETERHEAD

The gold medal for gallantry has been awarded to Coxswain John B. McLean, of Peterhead, the silver medal to David F. Wiseman, the motor mechanic, and the bronze medal to each of the other six members of the crew for rescuing the crews of three steamers in a gale, with gusts at over 100 miles an hour, heavy seas, blinding snow and intense cold.

All three steamers had been driven on the rocks, and two of the three rescues were carried out by night. In the course of three days and three nights the lifeboatmen were at sea, or standing by on shore, for over 63 hours. This is the first gold medal to be awarded by the Institution in Scotland for 104 years.

GOLD MEDAL FOR HARTLEPOOL

The gold medal for gallantry has been awarded to Lieutenant W.H. Bennison, CGM RNVR, COXSWAIN of the Hartlepool life-boat, the silver medal to H.W. Jefferson the motor mechanic, and the bronze medal to each of the seven other members of the crew, for rescuing five men from a steamer, which had been driven ashore in a gale and had then broken in half. The two halves were 200 yards apart in very shallow water. Those on the stern part were rescued from the shore by the life-saving rocket apparatus and those on the bow by the life-boat. They were being swept by heavy seas and could not have lived much longer. Heavy seas were breaking all the time in the life-boat and so violent were they that at times she was almost standing on end.

A NEW TYPE OF LIFE-BOAT

Construction began last December on the first of a new type of motor life-boat, and three more of the type have been laid down since. They are a development of the powerful Watson cabin type of life-boat, 46 feet long and driven by two 40 h.p. Diesel engines, which has a speed of over eight knots and can travel 200 miles at full speed without refuelling. These new boats will be the first in the Institution's fleet to have the steering wheel amidships instead of at the stern. They will cost about £10,000 each.

SCOTTISH FISHERMEN'S GIFT

Two fishermen of Fifeshire were rewarded by the Institution for towing in another boat disabled in rough sea, but returned the rewards saying, 'the Institution requires more funds instead of taking donations from it'.

Today's lifeboatmen



John Devereux, 43, of Kilmore Quay lifeboat station joined the crew in 1968 and served as assistant motor mechanic in the years from April 1974 to January 1982, when he was appointed coxswain.

On Christmas Eve 1977, Kilmore Quay's lifeboat ON 997 *Lady Murphy* (which served the station from 1972 to 1991) capsized twice while on service to reported flares, with the loss of life of crewman Finton Sinnott. For his part in the service, John was awarded the Bronze Medal for courage and determination.

A fisherman by trade, John was awarded the long service badge in 1990.

Facts and Figures

Provisional statistics as at 25 February 1992 show that during 1991:

- The RNLI's lifeboats were launched 4,935 times (an average of more than 13 launches a day)
- More than 1,308 lives were saved (an average of nearly 4 people saved each day)
- Five per cent of all services carried out by lifeboats were in winds of Force 8 and above
- Nearly 56 per cent of all services were to pleasure craft (sail, power and manual pleasure craft)
- There are 268 lifeboats on station, with a further 94 in the relief fleet, and
- To 31 December 1991, 122,424 lives have been saved since the RNLI was founded in 1824.

Costs

The cost of running the RNLI in 1991 was £44m.

The approximate current cost of building a lifeboat is:

16ft D class inflatable	-	£10,000
21ft Atlantic rigid inflatable	-	£56,000
38ft 6in Mersey	-	£650,000
Fast Afloat Boat 4	-	£900,000*
Fast Afloat Boat 3	-	£1,200,000*

*Estimates based on prototypes, production costs may differ

Awards to coxswains, crews and shore helpers

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

- Abersoch:** C. Roberts (Crew Member 17.5 years)
Arbroath: D. Matthewson BEM (Coxswain 25 years, Second Coxswain 2 years, Crew Member 10 years); W.F. Ward (Crew Member 11 years)
Arklow: G. White (Crew Member 27.5 years)
Barnmouth: V.J. Jones (Crew Member 17 years, Crew Member* 16 years); P.H. Phillips (Coxswain 2 years, Second Coxswain 2.5 years, Crew Member 11 years, Crew Member* 10 years)
Barry Dock: C.H. Davies (Crew Member 14.5 years)
Blackpool: D.G. Canham (Crew Member 15.5 years)
Broughty Ferry: W. Findlay (Assistant Mechanic 30.5 years, Crew Member* 4 years)
Buckie: G.C. Stewart (Mechanic 4 years, Assistant Mechanic 6 months, Crew Member 7 years)
Burry Port: F.L. Cross (Crew Member 17 years); A.H.P. Phillips (Crew Member 18 years)
Calshot: J. Horton (Coxswain 14 years, Crew Member 7 years)
Cardigan: R. Reynolds (Crew Member* 16 years)
Clogher Head: J. Burke (Mechanic 6.5 years, Assistant Mechanic 18.5 years)
Criccieth: W.T. Jones (Crew Member 11 years); P. Williams (Crew Member 22 years)
Cromer: J. Bridges (Assistant Winchman 10 years)
Donaghadee: W.T. Lennon BEM (Second Coxswain 2 years, Coxswain 8 years, Crew Member 27 years)
Douglas: S. Buttery (Crew Member 14 years)
Eastbourne: C.F. Burden (Crew Member 20.5 years, Crew Member* 12 years); J.A. Hall (2nd Assistant Mechanic 12 years, Bowman 4 years, Crew Member 5.5 years, Crew Member* 3.5 years); A. Walker (Crew Member 4.5 years, Crew Member* 19 years); G.F.E. Cole (Coxswain/Mechanic 7 years, 2nd Coxswain/Assistant Mechanic 2 years, Crew Member 16 years, Shore Helper 4 years)
Exmouth: A.P. Sargeant (Crew Member* 10 years)
Falmouth: D.A. McLellan (Mechanic 8 years, Crew Member 4 years); J.J.C. Barton (Coxswain 2 years, Second Coxswain 3 years, Crew Member 9 years, Crew Member* 5 years)
Filey: K.J. Rennie (Assistant Mechanic 3.5 years, Crew Member 5.5 years, Crew Member* 10 years); D.E. Baker (Tractor Driver 25 years)
Fishguard: D.J. Mortimore (Crew Member 6 years, Second Coxswain 5.5 years)
Flamborough: K.T. Hanson (Emergency Mechanic 8 years, Winchman 4.5 years)
Fleetwood: S.J. Musgrave (Second Coxswain 11.5 years, Crew Member 10 years, Crew Member* 16.5 years); A.J. Whittaker (Assistant Winchman 2 years, Emergency Mechanic 14 years, Crew Member 8.5 years); D. Bolland (Crew Member 22.5 years, Crew Member* 8.5 years)
Fraserburgh: D. Ritchie (Winchman 13.5 years); C.T. Duthie (Assistant Mechanic 9 years, Crew Member 8 years)
Gt Yarmouth & Gorleston: T. Tucker (Crew Member* 14.5 years)
Hartlepool: I.C.S. Vincent (Crew Member 11.5 years, Crew Member (Harwich) 7 years)
Harwich: P. Burwood (Coxswain/Mechanic 24 years, Reserve Mechanic 1 year, Shore Helper 6 years)
Hastings: J.K. Ronchetti (Crew Member* 20 years, Crew Member 8 months)
Howth: K.J. Jameson (Crew Member* 14 years); T. O'Rourke (Second Coxswain 3 years, Crew Member 7.5 years); M. Hunt (Crew Member 10 years); P.M.C. Goodbody (Mechanic 8.5 years, Crew Member 3 years)
Hoylake: K.R. Millet (Crew Member 20 years)
Ilfracombe: D.W.G. Clemence (Coxswain 19 years, Second Coxswain 3 months, Crew Member 18 years, Bronze Medal 1984)
Islay: N.R. Campbell (Crew Member 10 years, Assistant Mechanic 6.5 years)
Kinghorn: C. Tulloch (Crew Member 25 years); D. Dick (Crew Member* 16 years)
Kippford: R. Hesketh (Crew Member 15 years)
Kirkwall: R.M. Hall (Crew Member 23 years)
Lerwick: A.T. Sinclair (Second Coxswain 9 years, Crew Member 3 years)
Little and Broad Haven: P.R. Gibson (Crew Member 23.5 years)
Littlestone-on-Sea: F. Hill (Crew Member 18 years); J.B. Snoad (Crew Member 11.5 years)
Littlehampton: G.J. Warminger (Crew Member 18.5 years)
Llandudno: G. Jones (Crew Member 10 years, Crew Member* 24 years); B. Jones (Crew Member 14.5 years, Crew Member* 15 years); M. Crawford (Crew Member* 16.5 years, Assistant Tractor Driver 2 years)
Longhope: V. Leslie (Crew Member 13 years)
Lytham St Annes: K. Smith (Crew Member 25.5 years, Crew Member* 8 years); R. Thistlethwait (Crew Member 24.5 years, Crew Member* 22 years); D. Chester (Crew Member 10.5 years, Crew Member* 5.5 years)
Mablethorpe: B.F. Tuplin (Crew Member 20 years)
Mallaig: A. Mackinnon (Crew Member 13 years)
Moelfre: E.A. Jones (Mechanic 17.5 years, Crew Member 3.5 years, Crew Member* 14 years)
Newhaven: R. Patten (Crew Member 10 years)
Newquay: R. Stokes (Crew Member 13 years)
North Sunderland: A. Hall (Crew Member 38 years)
Padstow: B. Murt (Crew Member 10 years)
Peel: G.L.C. McPherson (Crew Member 11 years); S. Large (Crew Member 11.5 years)
Peterhead: J.B. McLean (Coxswain/Mechanic 5 years, Second Coxswain/Mechanic 1 year, Crew Member 33 years)
Plymouth: J. Dare (Coxswain 19 years, Second Coxswain 5 years, Crew Member 7 years, Crew Member* 13.5 years, Bronze Medal 1974)
Portaferry: J. Harrison (Crew Member 11.5 years)
Porthcawl: J.K. Jones (Crew Member* 20 years)
Port St Mary: D. McCutcheon (Assistant Mechanic 16.5 months, Crew Member 10.5 years, Crew Member* 13 years)
Port Talbot: R.J. Baker (Crew Member 10.5 years)
Queensferry: A. Patience (Shore Helper 15 years)
Ramsgate: T.H. Brown (Crew Member 23 years, Crew Member* 16 years); F.W. Stanford (Crew Member 30.5 years, Crew Member* 15.5 years); D.T. Cooper (Emergency Mechanic 16.5 years, Crew Member 5 years, Crew Member* 15.5 years)
Ramsey: R.B.H. Crowe (Assistant Mechanic 14 years, Crew Member 6.5 years)
Rosslare Harbour: B.J. Wickham (Crew Member 20.5 years)
St Bees: J. Southam (Crew Member 20.5 years)
St Catherine: P. Jeune (Crew Member* 13.5 years); A.R. Able (Crew Member* 15 years)
St Davids: S. Rees (Crew Member 12 years)
St Marys: R.J. Terry (Coxswain 6 years, Second Coxswain 1 year, Crew Member 20 years, Shore Helper 3 years); W. Burrow (Mechanic 29 years, Reserve Mechanic (Clovelly) 6 years, Shore Helper 2 years, Bronze Medal 1967, Bronze Medal Second Service Clasp 1970)
Salcombe: M.B. Read (Crew Member 15.5 years)
Sennen Cove: J. Choppe (Crew Member 34 years, Shore Helper 14 years)
Shoreham Harbour: J. Landale (Coxswain 1.5 years, Second Coxswain 9 years, Crew Member* 12 years)
Skegness: T. Wallis (Crew Member 17.5 years, Crew Member* 8 years); P.D. Green (Crew Member 10.5 years)
Skerries: L.F. Murray (Crew Member 10 years)
Southwold: D.B. Kennard (Crew Member 9 years, Shore Helper 11 years)
Staithe and Runswick: D.G. McKenna (Crew Member 10 years)
Sunderland: M.A. Tighe (Crew Member 18 years, Crew Member* 10.5 years); P. Milburn (Assistant Mechanic 8 years, Crew Member 10.5 years, Crew Member* 6 years)
Swanage: J.E. Corben (Crew Member 15.5 years, Shore Helper 3 years)
Teesmouth: R. Easton (Assistant Mechanic 10 years, Crew Member 13 years, Shore Helper 1 year)
Thurso: J.D. Manson (Second Coxswain 14.5 years, Crew Member 6.5 years)
Torbay: D. Rundle (Crew Member 10.5 years, Crew Member* 8 years); A.L.V. Curnow BEM (Coxswain 13 years, Crew Member 8 years, Crew Member* 21 years)
Troon: T.R. Brown (Crew Member 17 years)
Walmer: B.G. Brown BEM (Mechanic 20 years, Coxswain/Mechanic 8 years, Acting Coxswain/Mechanic 1 year)
West Kirby: J.L. Curry (Crew Member 20 years)
Weston-super-Mare: P. Holder (Crew Member 16.5 years)
Wicklow: J. Barry (Emergency Mechanic 8 years, Winchman 4.5 years)
Yarmouth: B.D.A. Miskin (Assistant Mechanic 11 years, Second Coxswain 6 months, Crew Member 2.5 years)

LIFEBOAT SERVICES

AUGUST, SEPTEMBER AND OCTOBER 1991

Aberdeen, Grampian

D class: October 27

Aberdovey, Gwynedd

Atlantic 21: August 8, 11 (twice), 12, 21, 25, 31, September 3 and October 6

Abersoch, Gwynedd

Atlantic 21: August 16 (twice), 23 (three times), September 12, 29 and October 29

Aberystwyth, Dyfed

C class: August 11, 12, 19, 22, 25 and 26

Aith, Shetland

52ft Arun ON 1100: September 26 and October 13

Aldeburgh, Suffolk

37ft 6in Rother ON 1068: September 4

D class: August 4 and 17

Alderney, Channel Islands

44ft Waveney ON 1045: August 6 (twice), 8, 16, 30, 31 (twice), September 1, 7, 10, 15, 30 and October 14
Relief 44ft Waveney ON 1003: October 29

Amble, Northumberland

44ft Waveney ON 1004: August 18, 23 and September 15

D class: August 1, 23 and October 2

Angle, Dyfed

47ft Tyne ON 1114: August 7, 22 and October 6

Anstruther, Fife

Relief 37ft 6in Rother ON 1024: August 11 and 14
12m Mersey ON 1174: September 14

Appledore, North Devon

47ft Tyne ON 1140: August 16 (three times), 21, 22 and October 5

Atlantic 21: August 6, 16, 22, 26, September 8, 10, 11, 20 and 25

Arbroath, Tayside

D class: August 11

Arklow, Co Wicklow

Relief 44ft Waveney ON 1005: August 24 and September 17

44ft Waveney ON 1029: October 17

Arran (Lamlash), Strathclyde

C class: August 11, 14, September 8 and 16

Arranmore, Co Donegal

47ft Tyne ON 1111: August 19, September 27 and October 14

Atlantic College (St Donat's Castle), S. Glamorgan

Atlantic 21: September 2 and 8 (twice)

Ballycotton, Co Cork

52ft Arun ON 1067: August 6, 15, 17, 19, 28 (twice), 30, September 8 and October 13

Baltimore, Co Cork

47ft Tyne ON 1137: August 4 (twice), 14, 15, 22, 30 and September 12

Ballyglass, Co Mayo

52ft Arun ON 1159: August 3 and September 8
Relief 52ft Arun ON 1150: October 30 (twice)

Bangor, Co Down

Atlantic 21: August 4, 10, 17, 20, 24, 26, 31, September 17, October 5 and 11

Barmouth, Gwynedd

37ft 6in Rother ON 1063: August 22 and October 15
D class: August 2, 4, 7, 22, 30, September 15, 20 and 28

Barra Island, Western Isles

52ft Arun ON 1143: August 30, 31, September 14 and 27

Barrow, Cumbria

47ft Tyne ON 1117: August 8, 26, September 2, 5 and 18

D class: August 26 and September 2

Barry Dock, South Glamorgan

Relief 52ft Arun ON 1071: August 7, 11, 14 (twice), September 12, 22 (twice), October 2 and 10

Beaumaris, Gwynedd

Atlantic 21: August 21, September 6, 8, 11, 22, 27, 30, October 5, 8, 29 (twice), 30 and 31

Bembridge, Isle of Wight

47ft Tyne ON 1126: August 8, September 21, 23, 28 (twice) and October 20

D class: August 8, 9, September 5, 8, 13, 17, 26 and October 23

Berwick-upon-Tweed, Northumberland

Atlantic 21: August 26, September 6, 12 and October 3

Blackpool, Lancashire

D class: August 5 (twice), September 4 (twice), 14 (four times), October 15 (twice) and 26

Blyth, Northumberland

44ft Waveney ON 1079: October 6

D class: September 1 and 27

Borth, Dyfed

D class: August 12, 28, 30 (twice), 31, September 1 and October 11

Bridlington, Humberside

12m Mersey ON 1124: August 9, 10, 11 and 21

Relief 12m Mersey ON 1148: September 9, 16 and October 11

D class: August 4, 6, 7 (three times), 9 (twice), 10, 11 (twice), 16, 17, 18, 23 (twice), September 5, 7, 13 and 22 (three times)

Brighton, East Sussex

Atlantic 21: August 4, 6, 9, 12, 15, 17 (three times), 21, 22, 30, 31 (twice), September 4, 22, 25 and October 13

Broughty Ferry (Dundee), Tayside

52ft Arun ON 1056: August 26

D class: August 11 (three times), 26, September 13 (twice) and 28

Buckie, Grampian

52ft Arun ON 1093: August 17 (twice) and October 26

Bude, Cornwall

D class: August 4, 12, 21, 27, 30, 31, September 4, 10 and 25

Burnham-on-Crouch, Essex

D class: August 4, 11, 15 and September 22

Burry Port, Dyfed

D class: August 21, 31 and September 14

Calshot, Hampshire

33ft Brede ON 1104: August 9, 15, 25, September 22 and 28

Campbeltown, Strathclyde

Relief 47ft Tyne ON 1146: August 3, 12 (twice) and 15

52ft Arun ON 1059: August 28 (twice), 29, September 1, 7, 13, 16, 18, 19, 22 and October 31

Cardigan, Dyfed

C class: August 2, 25 and 30

Clacton-on-Sea, Essex

D class: August 3, 7, 13, 14, 17 (three times), 31, September 14, 24 and October 17

Atlantic 21: August 9, 12, 21, 22, 28, 30, September 4, 14, October 1, 5, 9, 19 and 27

Cleethorpes, Humberside

D class: August 11 (twice), 21, 27 and 31

Clifden, Co Galway

C class: August 13

Clogher Head, Co Louth

37ft Oakley ON 978: September 11

Conwy, Gwynedd

D class: October 25

Courtmacsherry Harbour, Co Cork

48ft 6in Solent ON 1011: August 4, 8, September 4, 15 and 16

Courtown, Co Wexford

D class: August 17

Criccieth, Gwynedd

C class: August 16, 22, 29 and 30

Cromer, Norfolk

D class: August 2 and 15

Cullercoats, Tyne and Wear

Atlantic 21: August 26 and September 30

Donaghadee, Co Down

52ft Arun ON 1107: August 22, September 1, 3, 15 and October 16

Douglas, Isle of Man

47ft Tyne ON 1147: October 1, 17, 29 and 30

Dover, Kent

50ft Thames ON 1031: August 11, 13, 17, 21, 22, 23, 29, September 1, 21, 24, 28, October 2, 10 and 16

Dunbar, Lothian

48ft 6in Solent ON 1020: August 24 and October 8
D class: August 3, 18, 23, 24 (twice), 27, 29 and October 8

Dungeness, Kent

37ft 6in Rother ON 1048: August 9, 10, September 10 and October 10

Dun Laoghaire, Co Dublin

44ft Waveney ON 1036: August 2, 13, 14, 15,

September 9, 21 and October 10

D class: August 2, 13, 18 (twice), 30, October 12 and 23

Dunmore East, Co Waterford

44ft Waveney ON 1035: August 8, 19, 20, 22, 24, 25

and September 11

Eastbourne, East Sussex

37ft 6in Rother ON 1055: August 1 (twice), 4, 9, 13, 18, September 5, 7, 18, 20, 27 and October 19

D class: August 4 (twice), 10 (twice), 17 (three times), 18 (three times), 29, 31 (twice), September 5, 8, 11, 18, 19, 22 (three times), 26, October 3 (twice), 19 and 24

Exmouth, South Devon

33ft Brede ON 1088: August 1 and October 31

Relief 33ft Brede ON 1090: August 23, 25, 29,

September 28 (three times), 30 and October 10
D class: August 2, 10, 25, 28, 29, 30, September 1 (twice), 18, 20, 30 and October 31

Eyemouth, Borders

44ft Waveney ON 1026: August 10 (twice), 27, September 7, 11, 12 (twice), 23 and October 13

Falmouth, Cornwall

52ft Arun ON 1058: August 21, 28 (twice), 31 and September 14

Atlantic 21: August 9, 22, 23 (twice), 26, 28 (three times), 30 (twice), 31 (twice) and September 3

Filey, North Yorkshire

Relief 12m Mersey ON 1148: August 9

12m Mersey ON 1170: September 13, October 23, 24 and 28

D class: August 9, 10, 18 (twice), September 5 and 13

Flamborough, Humberside

37ft Oakley ON 972: September 21, October 28 and 29

Fleetwood, Lancashire

47ft Tyne ON 1156: August 3, 4, 17, September 4, 13, 14 (three times), 28 and October 22

D class: August 4, September 2, 4, 25, October 12 and 29

Flint, Clwyd

D class: August 5, 24, September 9 and 14

Fowey, Cornwall

44ft Waveney ON 1028: August 7, 10, 21, 22, 23, September 4 and October 29

Fraserburgh, Grampian

47ft Tyne ON 1109: August 2, October 14 and 26 (twice)

Galway Bay, Co Galway

Relief 52ft Arun ON 1150: August 4, 7, 13 (twice), 16, 18, 27, 29 (twice), September 2, 8, 12 and 30

52ft Arun ON 1118: October 9 and 19

Girvan, Strathclyde

33ft Brede ON 1105: August 7, 8 (twice), 28, September 3, 13, 26 and October 15

Great Yarmouth and Gorleston, Norfolk

44ft Waveney ON 1065: August 3, 10, 18 and September 7

Relief 44ft Waveney ON 1002: October 16

Atlantic 21: August 9, 10, 12 and 19

Happisburgh, Norfolk

D class: August 10, 12 and September 3

Hartlepool, Cleveland

44ft Waveney ON 1044: August 18 and 23

Atlantic 21: September 22 and 28

Harwich, Essex

Relief 44ft Waveney ON 1002: August 7, 15, 16 and 17
44ft Waveney ON 1060: September 22 and October 24

Atlantic 21: August 8, 12, 16, 17, 18, 21, 22,

September 3, 24, 29, October 2 (twice) and 9

Hastings, East Sussex

12m Mersey ON 1125: August 1, 3 and 11

Relief 12m Mersey ON 1162: August 18, 29 and September 2

D class: August 3, 4, 10, 11, 18, 26, 30 and September 4 (twice)

Hayling Island, Hampshire

Atlantic 21: August 1, 10 (twice), 11, 26, 28 (three times), 29, 30 (four times), 31, September 28 (six times), October 12 and 17

Helensburgh, Strathclyde

Atlantic 21: August 2, 11 (twice), 15, 21, 24, September 6 (twice), 28, October 2, 6 and 19

Holyhead, Gwynedd

47ft Tyne ON 1095: August 7 (twice), 8, 16, 23, 25, 26, September 2, 5, 6, 7, 11, 21,

October 11 and 29

D class: August 16 and September 8

Horton and Port Eynon, West Glamorgan

D class: August 24, 25 and September 18

Howth, Co Dublin

D class: August 14, 19, September 5 and October 23

LIFEBOAT SERVICES

Hoylake, Merseyside

12m Mersey ON 1163: August 19, September 15 and 21 (three times)

Humber, Humberside

52ft Arun ON 1123: August 26 (twice), 30, September 1, 5, 8, 9, 12, 25, 26, October 6, 9 (twice), 16, 24 and 27

Hunstanton, Norfolk

Atlantic 21: August 4, 7, 9 (twice), 26, 27, 30, September 1 (twice) and 21

Ilfracombe, North Devon

12m Mersey ON 1165: August 5, 18 (twice), 23, 29, September 16 and October 8

D class: August 2, 5, 8 (twice), 12 (twice), 21, September 4, 6, 8, 11 and 16

Invergordon, Highland

44ft Waveney ON 1033: August 9, 15 (twice), 28 and 29 (twice)

Islay, Strathclyde

50ft Thames ON 1032: August 9, 20, 22, October 12 and 15

Kilkeel, Co Down

D class: September 2

Kilmore Quay, Co Wexford

37ft Oakley ON 976: August 7, 14, 20 (twice), 24 and October 15

Kinghorn, Fife

C class: August 8, 15, 16, 25, 28, September 1, 6, 8, 9, 10, 13, 14, 16, October 5, 6, 14 and 19

Kippford, Dumfries and Galloway

D class: August 2 and 16

Kirkcudbright, Dumfries and Galloway

Atlantic 21: August 20 (twice) and October 25

Largs, Strathclyde

Atlantic 21: August 3, 4 (four times), 25, September 13, 22, 23 and October 6 (twice)

Lerwick, Shetland

52ft Arun ON 1057: August 10, 12 (twice), September 9 and October 26

Little and Broad Haven, Dyfed

D class: August 2, 11, 21, 25, 26 and September 3

Littlehampton, West Sussex

Atlantic 21: August 13, 17, 25, 30 (twice) and September 22

Littlestone-on-Sea, Kent

Atlantic 21: August 2, 10, 15 (twice), September 1 and 8

The Lizard, Cornwall

47ft Tyne ON 1145: August 9, 21, 30, September 17, October 5, 10 and 12

Llandudno (Orme's Head), Gwynedd

12m Mersey ON 1164: August 23, 26, 27, September 29 and October 25

D class: August 10, 15 (twice), 27, 31, October 6 (twice) and 25

Longhope, Orkney

47ft Tyne ON 1138: August 31

Lough Swilly (Buncrana), Co Donegal

D class: August 4, 10, September 3, 23 and October 31

Lowestoft, Suffolk

47ft Tyne ON 1132: August 7, 11, 18, September 5 and October 6

Lyme Regis, Dorset

Atlantic 21: August 1 (twice), 7 (twice), 24, 29, September 15 and October 22

Lymington, Hampshire

Atlantic 21: August 12, 13, 15, 29 (twice), 30 and September 10

Lytham St Annes, Lancashire

47ft Tyne ON 1155: September 14

D class: August 27, 31 and September 14

Mablethorpe, Lincolnshire

D class: August 8 (three times), 9, 10 (twice), 11, 12 (twice), 15 (twice), 24 (twice), September 1, 7 and 14

Macduff, Grampian

Atlantic 21: August 8, 11, September 25 and October 12

Mallaig, Highland

52ft Arun ON 1078: August 2, 7, 25, 29 (twice) and September 1

Marazion, Cornwall

D class: August 7, 14 and 28

Margate, Kent

37ft bin Rother ON 1046: August 2, 13, 17, 26, 27, September 11 and 17

D class: August 3, 11, 13, 20 (twice), 27, 31, September 3, 4, 12, 22 and October 6

Minehead, Somerset

Atlantic 21: August 8 and September 16

D class: September 16

Moelfre, Gwynedd

47ft Tyne ON 1116: September 6, 27 and October 6

D class: August 3, 10, 16 (twice) and September 27

Montrose, Tayside

47ft Tyne ON 1152: August 8, September 25, October 16 and 24

Morecambe, Lancashire

D class: August 19 and September 4

Mudford, Dorset

Atlantic 21: August 9, 15, 16, 18, 24, 27, 29, September 12, 15, 16, 22, October 3, 6 and 21

The Mumbles, West Glamorgan

47ft Tyne ON 1096: August 7

D class: August 4, 11, 26, September 8 and 9

New Brighton, Merseyside

Atlantic 21: August 19, 23, 26, 31, September 5, 7, 19 and 21

Newcastle, Co Down

37ft Oakley ON 974: August 6, 12, 27, September 11 and 17

Newhaven, East Sussex

52ft Arun ON 1106: August 6, 15, 18, 29, September 3, 4, 14, 15, 20 and 29 (twice)

Newquay, Cornwall

C class: August 3, 13, 15, 21 (twice), 26, 28 (twice), 30, September 20 and 26

New Quay, Dyfed

37ft Oakley ON 973: October 21

D class: August 7, 12, 19, 21 (twice), 24 and September 2

North Berwick, Lothian

D class: August 3, 12, 24 (twice), 29 and September 13

North Sunderland, Northumberland

12m Mersey ON 1173: September 14

D class: August 8, 13 and September 14

Oban, Strathclyde

33ft Brede ON 1102: August 4, 12, 15, 19, 21 (twice), 25, 27, September 5, 19, 21, 23 and October 13

Padstow, Cornwall

47ft Tyne ON 1094: August 12 (twice), 13, 29 (twice), September 21 and 29

Relief 47ft Tyne ON 1142: October 26

Peel, Isle of Man

Atlantic 21: August 1, 11, 20 and September 18

Penarth, South Glamorgan

D class: August 3 (twice), 10, 24 (twice), 26, September 7 (twice), 8, 13 and 16

Penlee, Cornwall

52ft Arun ON 1085: August 7, 21 and 28

Peterhead, Grampian

47ft Tyne ON 1127: August 13, 18, September 20 and October 14

Plymouth, South Devon

Relief 52ft Arun ON 1086: August 4, 7, 8 (twice), 15, 21, 25, 29 and September 6

52ft Arun ON 1136: September 22 and October 12

Poole, Dorset

33ft Brede ON 1089: August 9, 13, 18, 22, 24, 25 (twice), 28, September 8 (three times), 11, 22, October 6, 26 and 31

Boston Whaler: August 13, 18, 22 (twice), 23, 25 (three times), 28, 30, September 1, 8, 11, October 6, 26 and 27

Portaferry, Co Down

Atlantic 21: August 11, 15, 17, 22 (twice), 24 (three times), September 1, 21, October 27 and 31

Port Erin, Isle of Man

37ft bin Rother ON 998: August 4 (three times), 10, 28 and September 18

Porthcawl, Mid Glamorgan

D class: August 3, 8, 11, 18, 20, 24, 25, 28, September 21, October 4 and 5

Porthdinllaen, Gwynedd

47ft Tyne ON 1120: August 4, September 1, 6 and 14

Port Isaac, Cornwall

D class: August 4, 6, 7, 12, 16, 21, 26 (twice), 29 (twice), 30 (twice), 31 (twice), September 9, October 5 and 21

Portpatrick, Dumfries and Galloway

47ft Tyne ON 1151: August 1, 13, 15, 24, 28, September 13, October 9 and 16

Portree, Isle of Skye

44ft Waveney ON 1042: August 14

Relief 44ft Waveney ON 1034: August 20

Portrush, Co Antrim

52ft Arun ON 1070: August 4, 5, 6, 11 (twice), 17, 18, 19, 25, 26 (twice), 30, 31, September 1, 5 and 14

Portsmouth (Langstone Harbour), Hampshire

Atlantic 21: August 1, 11, 13, 18, 19, 28, 31, September 12, 15 and October 5

D class: August 10, 11, 13 and September 29 (twice)

Port St Mary, Isle of Man

54ft Arun ON 1051: August 4 (twice), 25, September 18, October 6, 11 and 23

D class: August 4 (twice), 25, October 6 and 23

Port Talbot, West Glamorgan

D class: August 25 (twice)

Pwllheli, Gwynedd

12m Mersey ON 1168: August 22 and October 30

Queensferry, Lothian

Atlantic 21: August 16, 26, September 9, 16, October 16 and 19

Ramsey, Isle of Man

12m Mersey ON 1171: August 20, 22, September 26 and October 11

Ramsgate, Kent

47ft Tyne ON 1154: August 11, September 7, 14 and October 11

Atlantic 21: August 9, 11, 17, 19, September 1, 2, 11, 15, October 16 (twice), 27 and 29

Red Bay, Co Antrim

C class: August 20, September 22 and October 26

Redcar, Cleveland

Atlantic 21: August 6, 15, 26, 30, September 1, 6, 8, October 5 and 31

D class: August 6, 25, September 1 and October 3

Rhyl, Clwyd

D class: August 5, 18, 26, September 8 and October 6

Rosslare Harbour, Co Wexford

52ft Arun ON 1092: August 4 (twice), 10, 28 and September 10

Rye Harbour, East Sussex

C class: August 1, 4 (twice), 8 (three times), 10 (twice), 13, 17, 24, 28, 30 (five times), 31 (four times), September 3, 4, 6 (twice), 8 (twice), 9, 22 and 29

St Abbs, Borders

Atlantic 21: August 10, 19, 25, September 7, 11, 13, 15, 23, October 12 and 23

St Agnes, Cornwall

D class: August 7 (twice), 24, 25 (twice), 26, September 3 and 8

St Bees, Cumbria

C class: October 20

St Catherine, Channel Islands

Atlantic 21: August 14, 21, 23, 31, September 1, 16, October 5 and 12

St David's, Dyfed

47ft Tyne ON 1139: August 2, 3, 4, 11 and September 3

St Helier, Channel Islands

Relief 47ft Tyne ON 1075: August 14 (three times), 19 and October 5 (twice)

St Ives, Cornwall

12m Mersey ON 1167: August 24, 26 and September 25

C class: August 6, 21, September 2, 16, 21 (twice), 25 and October 2

St Mary's, Isles of Scilly

52ft Arun ON 1073: August 23, 29 and September 4

St Peter Port, Channel Islands

Relief 52ft Arun ON 1108: August 18 (twice), 22, 24, 31, September 1, 7, 9 (twice), 10, 13, 27 (twice) and October 8

52ft Arun ON 1025: October 30 (twice)

Salcombe, South Devon

47ft Tyne ON 1130: August 8, 24, 25, 29, 31, September 6, 19, 28 and October 13

AUGUST, SEPTEMBER AND OCTOBER 1991

Scarborough, North Yorkshire
37ft *Oakley ON 979*: September 12 and 24
12m *Mersey ON 1175*: September 29 and October 28
Selsey, West Sussex
47ft *Tyne ON 1074*: August 15, 24 (twice) and September 16
D class: August 4, 10 (twice), 11, 17, 25, 28 and October 2
Sennen Cove, Cornwall
Relief 37ft 6in Rother ON 1022: August 1 and 27
Sheerness, Kent
44ft *Waveney ON 1027*: August 19 (twice), 21, 23 (twice), 31, September 14, 22, 23, 30, October 13 (twice), 24 and 31
D class: August 9, 25, 30 (twice), 31, September 16, 23 (twice), 25 and October 3
Sheringham, Norfolk
37ft *Oakley ON 986*: August 4 and September 7
Shoreham Harbour, West Sussex
47ft *Tyne ON 1158*: August 16, 17 and 28
Relief 47ft Tyne ON 1146: September 19, 20 and 23
D class: August 15, 16 (twice), 17 (three times), 20, 27, September 11, 15 (twice), 17, 20, 23 and October 1
Silloth, Cumbria
Atlantic 21: August 27 and October 25
Skegness, Lincolnshire
12m *Mersey ON 1166*: August 19 and September 1 (twice)
D class: August 10, 12, 16 (twice), 23, 24, 25 (twice), September 1 and 17
Skerries, Co Dublin
D class: August 2, 4 (twice), 5 and 16
Southend-on-Sea, Essex
Atlantic 21: August 3, 4, 9 (twice), 10 (twice), 15, 21, 23 (twice), 24, 28, 31 (four times), September 1 (three times), 7, 8 (twice), 14 (twice), 22, 23, 26, 28 (twice), 29, October 1 (twice), 5 (twice), 6, 13, 27, 28, 30 and 31 (three times)
D class: August 8, 14 (twice), 15, 17, 20, 22, 24 (three times), 25 (twice), 26, 28, 29, 30, September 1, 8, 16, 30, October 13, 24, 28 and 30
Southwold, Suffolk
Atlantic 21: August 13, 15, 17 (three times), 24, 28 (twice), 29, 31, September 2, 11 and 17
Staithe and Runswick, North Yorkshire
Atlantic 21: August 10, 15, September 13 and October 29
Stornoway (Lewis), Western Isles
Relief 52ft Arun ON 1103: August 12, October 3 and 19
Stranraer, Dumfries and Galloway
D class: August 5
Stromness, Orkney
52ft *Arun ON 1099*: August 17 and 29
Sunderland, Tyne and Wear
44ft *Waveney ON 1043*: August 4, 8, 9, 20, September 24, October 4, 9, 19 and 21
D class: August 1, 7, 9 and 11
Swanage, Dorset
Relief 37ft 6in Rother ON 1064: August 6
37ft *6in Rother ON 1023*: August 17, 19, 22, 24, September 7 and 28
Teesmouth, Cleveland
47ft *Tyne ON 1110*: August 10, 11, 26, 30 (three times), September 1, 10, 19 and October 11 (three times)
Teignmouth, South Devon
Atlantic 21: August 1, 2 (three times), 11, 25, 30 (twice), 31 (twice), September 9, 21, October 5 (twice) and 7
Tenby, Dyfed
47ft *Tyne ON 1112*: August 7 (twice), 14, 28, 29, September 19, 20, 22, October 3 and 19
D class: August 4, 7, 9, 11 (twice), 14, 21 (twice), 23 (three times), 24 (twice), 25, 26, 28, 30, September 1, 8, 20, 24, October 7, 11 and 30
Thurso, Highland
52ft *Arun ON 1149*: September 10, 14, 15 and 16 (twice)
Tighnabruaich, Strathclyde
D class: September 18, 21 (twice), October 29 and 30
Tobermory, Strathclyde
54ft *Arun ON 1052*: August 29, September 17, 21 and October 15

Torbay, South Devon
54ft *Arun ON 1037*: August 1, 4 (twice), 11, 21, 23 (three times), 25, 30, September 1, 11, 14, 21, October 2, 5 (three times) and 6 (twice)
D class: August 1, 22, 28, September 5 and October 6
Tramore, Co Waterford
D class: August 11, 25 and 30 (twice)
Trearddur Bay, Gwynedd
D class: August 7, 10 (twice), 23 (twice), September 7 and 14
Troon, Strathclyde
52ft *Arun ON 1134*: September 14
Relief 52ft Arun ON 1077: October 29
Tynemouth, Tyne and Wear
Relief 52ft Arun ON 1081: August 2, 24 and September 16 (twice)
52ft *Arun ON 1061*: October 10 and 18 (twice)
D class: August 24, September 8, 14 and 16
Valentia, Co Kerry
52ft *Arun ON 1082*: August 6
Walmer, Kent
D class: August 1, 11, 17, 18, 21 and September 10
Atlantic 21: August 18 and September 1
Walton and Frinton, Essex
Relief 48ft 6in Solent ON 1019: August 6, 8, 10, 11, 17 (twice), 20, 23, September 4, 16, October 5, 6 and 7
48ft *6in Solent ON 1012*: October 14 and 20
Wells, Norfolk
12m *Mersey ON 1161*: August 21 and October 16 (twice)
D class: August 10 (twice), 21, 24 and 25
West Kirby, Merseyside
D class: August 14 (twice), 16 (twice), September 15 and 21
West Mersea, Essex
Atlantic 21: August 8, 10, 17 (twice), 20, 30 (twice), September 19, 22 and 24
Weston-super-Mare, Avon
Atlantic 21: August 4, September 11, 25 and October 7
D class: August 4, 21, 23 and September 25
Weymouth, Dorset
54ft *Arun ON 1049*: August 2, 10, 11, 30, September 10, 21, 23, 25, 29, October 8 and 16

Whitby, North Yorkshire
47ft *Tyne ON 1131*: August 3, 4, 11, 15, 18, September 3, 28, 29, October 9, 16, 28 and 29
D class: August 11 (three times), 25, 26 and September 18
Whitstable, Kent
Atlantic 21: August 10, 13, 14, 15, 17 (twice), 21, 23, 31 (twice), September 6, 7, 12, 15, 22, 23, 28, October 24, 26, 27 and 31
Wick, Highland
47ft *Tyne ON 1121*: September 1, 3 (twice) and October 28
Wicklow, Co Wicklow
47ft *Tyne ON 1153*: August 27, September 4, 15, October 1 and 30
Withernsea, Humberside
D class: August 23 and September 3
Workington, Cumbria
48ft *6in Solent ON 1021*: August 1, October 16, 20 and 25
Yarmouth, Isle of Wight
52ft *Arun ON 1053*: August 1, 10, 13, 15, 21, 25 (three times), 30, 31, September 15 (twice), October 6 (twice) and 29
Youghal, Co Cork
Atlantic 21: August 24, 25, 29 (twice), September 3, 8, 18 and October 31
Lifeboats on Passage
Tyne ON 1146: September 3
Arun ON 1077: October 15

Lifeboat Services August, September and October 1991

The services listed are those for which returns had been received at Headquarters by 31 January 1992. There may be additional services for which returns had not been received by that date.



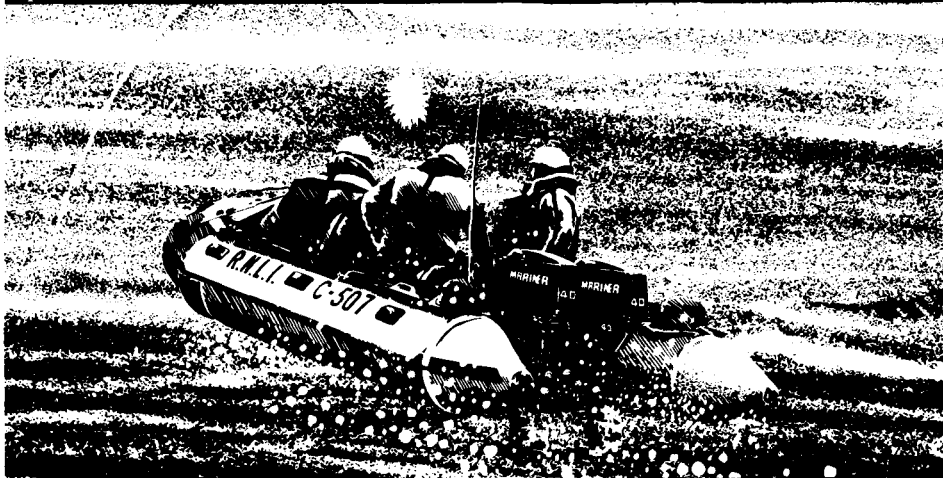
A dramatic shot of Teesmouth's Tyne class lifeboat *City of Sheffield* during her service to the Swedish vessel *Stora Korsnas Link 1* which was on fire with a potentially explosive cargo. A full account of this service which, ironically, took place on 5 November 1991 can be found on page 188.

Photo Peter Thomson

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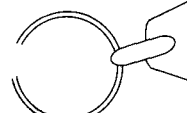
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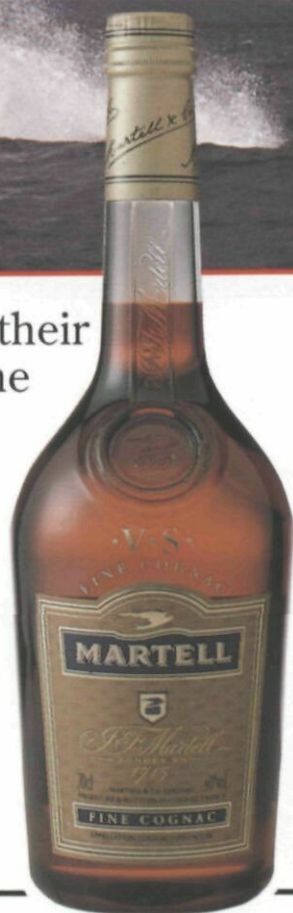
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The Aynsley ruby vase, skillfully embellished with 22 carat gilding, illustrates Windsor Castle – Her Majesty's London home. Careful hand painting over a fine line print and multiple kiln firings have produced a vase of the absolute highest quality for the connoisseur of commemorative china. A strictly controlled worldwide limited edition of 200. £625.

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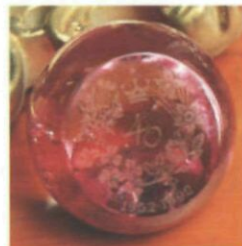
Please note – Quality work takes time – and a great deal of time and skill is invested in each of these vases. Each order will be acknowledged with an approx. delivery date.

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