The stational Lifeboat Institution Volume 52 Number 520 The stational Lifeboat Institution The stational Lifeboat Institution The stational Lifeboat Institution The stational Lifeboat Institution Summer 1992 Four Bronze Medal services The Institution's Annual Meetings

The story of Lionel Lukin



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# The Summer 1992 **Lifeboat**



**Contents** Volume 52 Number 520

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### COVER PICTURE by

Maggie Murray/Format Prior to the Annual Presentation of Awards on 19 May, the six Bronze Medallists line up aboard the Mersey class *Marine Engineer* for the photocall on the Thames.

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A list of branches and guilds from the Central England and Wales regions

**Next Issue:** The Autumn issue of THE LIFEBOAT will appear in October 1992, and news items should be received by Friday, 14 August 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.

**THE LIFEBOAT:** THE LIFEBOAT is published four times a year and is sent free of charge to RNLI members and Governors.

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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NEWS

### Memorial unveiled at Mumbles

A memorial service to commemorate those who died in the Mumbles lifeboat tragedy 45 years ago was held on 26 April 1992.

Friends and relatives of the nine lifeboatmen who died while trying to rescue 39 people aboard the SS Samtampa when she was wrecked off Sker Point, Porthcawl, were among those present as a new granite memorial to the men was unveiled.

The current Mumbles lifeboat maintained a vigil near the spot as lifeboatmen from Mumbles and Porthcawl cast wreaths into the sea.

### A year in the life of...

A six-part series on Salcombe lifeboat station is scheduled for screening on ITV early in 1993.

A three-man camera crew has been shadowing the lifeboat and her crew since New Year's Eve 1991 and will stay at Salcombe throughout 1992.

The series is being coproduced by Central Productions and National Geographic Television. A peak viewing time is anticipated for the programmes.

The camera crew is staying just 50 yards from the station and respond to their bleepers as rapidly as Relatives and crew mark the 45th anniversary of the Mumbles lifeboat tragedy. *Photo South Wales Evening Post* 

the crew. So far they have been present at at least two dramatic services, including the one for which Coxswain Frank Smith received a Bronze Medal at the 1992 Presentation of Awards.

The high-profile series looks set to provide the RNLI with a massive boost to its publicity.

### Design award

The designers and builders of an extension to the Dovey yacht club and new lifeboat station in Aberdovey have been presented with the Snowdonia National Park Award for Conservation of the Built and Natural Environment 1990/91.

### A slip of the pen in decades past...

Staff in the Rescue Records Section at Poole Headquarters have discovered the existence of four medals that previously had been missing from Institution lists, in some cases for over a century!

The 'phantom' awards are all Silver Medals for gallantry. Charles Pearce wasawarded a Silver Medal following a service to the schooner *New Jane* of Exeter on 20 December 1854. Charles Taw received a Silver Medal in 1856 for the rescue of two people from the French lugger *Bon Levie* on 8 February of that year.

A Silver Medal was voted to William Rockliffe of Southport for long, gallant services on 6 February 1873, and Patrick Monan received a Silver Medal for a shoreboat service to the Swedish barque *Trientalis* on 26 September 1908.

### Royal Marines march for Rame

The Royal Marines Band Service has accepted a commission from an anonymous donor through the Rame Peninsula branch to compose a march entitled 'The Lifeboatmen' to be dedicated to the RNLI.

The composer is Trevor Brown of the Royal Marines School of Music in Deal.

The first public performance will be played by the Band of HM Royal Marines, Plymouth on 5 September at the South West Lifeboat Tattoo organised by Rame Peninsula branch at Anthony House, Torpoint in Cornwall.

After the tattoo the march will be presented to the RNLI as a dedication to the memory of Sir Alec Rose who was an avid supporter of the lifeboat service and who had a great affection for the Rame area where the Plymouth band is based.

Below: The speed of the Sheringham lifeboat more than tripled on Saturday 18 April when the town said goodbye to the 8-knot Oakley class *Lloyds II*, on relief duty at the station. The 34ft lifeboat launched for the last time to sail off into retirement. She is replaced by a 29-knot Atlantic 21 as part of the continual updating of lifeboat cover round the coast and plans to have an all-fast fleet by the end of 1993.

Retiring second coxswain Trevor Holsey said he felt the station will become a better and busier one, but reflected on his own sadness. He added he was honoured to have been asked to take the *Lloyds II* away.

'The old girl did well,' he said, 'I brought her to Sheringham and now I have taken her home.' Photo Paul Russell



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### Classified advertising rates for THE LIFEBOAT journal

THE LIFEBOAT is quarterly and has a current circulation of 220,000, with the expectation that this figure will continue to grow. It is distributed throughout the United Kingdom and Ireland, with some copies mailed overseas. About 197,000 copies are posted direct to Shoreline members. The remainder are sent to lifeboat stations around the coast, to the 2,000 branches of voluntary fundraisers throughout the country and to a wide variety of other supporters.

The rates are: £18.00 per single column centimetre, or £15.50 per single column centimetre for each of four insertions. Minimum size is 1 column centimetre. All classified advertisements must be pre-paid. Prices are nett of VAT.

The copy date for the Autumn issue, published early October, is 26 August 1992.

For more information on classified advertising, please contact Marion Barsley on (0202) 671133. Information on display advertising can be obtained from Barbara Trousdell on the same number.

### Help save lives read The LIFEBOAT Journal!

Subscribing to THE LIFEBOAT journal by becoming an RNLI member is the best way you can show your support for the brave men and women of the lifeboat crews.

Not only will you be kept in touch with lifeboat issues through the pages of the Institution's quarterly Journal, but your annual contribution will also support the life-saving work of the RNLI.

Your contribution to the lifeboat service, however large or small, will help greatly. So if you are not a member, please join us today, or if you have a friend who would like to join, please pass this subscription form to them. And your copies of THE LIFEBOAT journal will soon be sailing through the post to you four times a year.



### Relief fleet - D class

### John Edmonds

The lifeboat John Edmonds was named and dedicated in a ceremony at the RNLI's Poole Depot in the afternoon of a sunny April day.

Mrs Elsie Edmonds handed the D class lifeboat to the care of the Institution on 8 April and it was accepted on the RNLI's behalf by Anthony Oliver, deputy head of fundraising and marketing.

The new lifeboat and its future role in the relief fleet was described by Richard Perks, staff officer, and a service of dedication was conducted by the Reverend Stanley Holbrooke-Jones, rector of Poole.

In the presence of her brother Eric Kincaid and nephew David Kincaid, Mrs Elsie Edmonds then named the new lifeboat *John Edmonds* in memory of her late husband.

### **Relief fleet** -

D class and Atlantic 21 class St Vincent Amazon and

Spix's Macaw

Two inshore lifeboats were named after parrots at a special ceremony held at the Inshore Lifeboat Centre at East Cowes on Tuesday 14 April.

The lifeboats - a new D class and an Atlantic 21, which had been rehulled at a cost of £30,000 - were named *St Vincent Amazon* and *Spix's Macaw* respectively and will now take up their position in the Institution's relief fleet.

Naming the boats after parrots was the wish of the donor Mr John Anstey, a chartered surveyor in the City of London.

Wearing his other hat, Mr Anstey is also the director of the musical group 'Parlour Performers', who sing a variety of Victorian and Edward-

Attending the naming ceremony of the new D class *John Edmonds* are (from left to right) staff officer Richard Perks, deputy head of fundraising and marketing Anthony Oliver, Mrs Elsie Edmonds, Mr Eric Kincaid, Mr David Kincaid and The Reverend Stanley Holbrooke-Jones.



### Oban -

### New shore facilities

Oban's new lifeboat house - a splendid hundred-year-old listed building on the town's South Pier next to the lifeboat's new berth - was officially opened on 7 December 1991.

Branch chairman Lake Falconer welcomed some 50 guests including the Director, Lt Cdr Brian Miles, and his wife, together with Bob McCleary and Alastair Wright of Strathclyde regional council estates department, who had been largely instrumental in bringing about the lease of the facilities to the Institution.

After a brief speech, during which he thanked all concerned with the project, the Director declared the new building formally open. Oban station is justifiably proud of the new lifeboat house and berth which replace the very basic facilities which served the station from its foundation in 1972.

Gone is the tin shed which provided crew room, office and workshop - in its place a trim, twin-turreted, whitewashed building comprising office, workshop, gear store, sitting room, shower room and ladies guild room.

Adjacent to it, the lifeboat now lies in a newly-constructed sheltered berth providing easy and safe boarding and landing for crew and casualties alike – a far cry from the dinghy trip to and from an exposed mooring! ian music and who have performed a number of concerts in aid of the RNLI.

Proceedings were opened by Alan Tate, superintendent of the Inshore Lifeboat Centre at Cowes.

Mr Anstey handed the D class and Atlantic 21 class lifeboats into the care of the Institution, and they were accepted by Anthony Oliver, deputy head of fundraising and marketing.

Richard Perks, the Institution's staff officer, then described the lifeboats and their future role and a short service of dedication was conducted by Reverend Stuart Cleaver, priest in charge, Whippingham and East Cowes.

The D class lifeboat was named St Vincent Amazon by Mr Anstey's mother, Mrs Leo Anstey, and his wife Rosemary named the Atlantic 21 Spix's Macaw.

### Teignmouth - Atlantic 21 Frank and Dorothy

Saturday 9 May was a special date in the calendar of Teignmouth lifeboat station in Devon.

It was the day that the town's new Atlantic 21 lifeboat, funded from the bequest of Mrs Dorothy North of Purley, was to be named *Frank and Dorothy* and dedicated in a special ceremony taking place that morning at the Point.

As the last notes of the National Anthem faded away, Mr D.J. Spencer, chairman of the Teignmouth station branch, opened the morning's proceedings.

Captain A.G. McCrum, a vice president of the RNLI, passed the lifeboat into the care of Mr R.G. Matthews, honorary secretary for the Teignmouth lifeboat station.

Captain Hugh Fogarty, deputy divisional inspector of lifeboats for the south west, then outlined the history and development of the Atlantic 21 lifeboat.

Senior superintendent S.P Jarrett of the Royal National Mission to Deep Sea Fishermen conducted a short service of dedication and Mrs Angela McCrum was invited to name the lifeboat *Frank and Dorothy* on behalf of the trustees of the late Mrs Dorothy North.

Music was provided for the occasion by the Newton Abbot Salvation Army Corps under the direction of bandmaster Mr J. Hales.



NEWS







### Volunteer action awards

The Whitbread Volunteer Action Awards are recognised as one of the UK's most prestigious community award schemes.

Fundraising and operational volunteers with the RNLI are eligible for the awards.

They range from £2,000 for the Volunteer of the Year, to £1,000 for each of nine regional awards, one Young Volunteer (under 24) and one Young Volunteering Group.

Judges will be looking at the amount of time given, at the complexity of tasks involved and at the individual circumstances of the volunteer.

Entries must be received by 30 September 1992 and nomination forms are available from the Public Relations Department, RNLI, West Quay Road, Poole, Dorset BH15 1HZ.

### Portrait of Coxswain Richard Evans unveiled for first time

Coxswain Richard Evans BEM of Moelfre is the subject of an RNLI-commissioned portrait which is to hang in a meeting room at Poole Headquarters.

The artist of the remarkable portrait (shown right) is Jeff Stultiens.

Dick Evans is the only lifeboatman alive to hold two RNLI Gold Medals for gallantry. He joined the Moelfre crew in 1921 at the age of 16, became bowman, second coxswain and then coxswain, and retired in 1970 after 49 years service.

His first Gold Medal was won for the rescue of 8 men from the motor vessel *Hindlea* on 27 October 1959. His second was for the rescue of ten men from the Greek motor vessel *Nafsiporos* in winds up to 127mph in December 1966.

Among his many other awards, he also won the Bronze Medal in 1943.

Jeff Stultiens began his research for the painting in June 1991, when Dick was 86. It is based on studies from life, conversations with Dick himself and from visits to Moelfre lifeboat station.

Coxswain Evans is depicted as he was in 1969, just before his retirement and shortly after his second Gold Medal-winning service. Mr Stultiens re-

marked, 'The painting was a complex task. Time has inevitably changed Dick's features but the painting is faithful, I believe, to his appearance and physical stature then and to the underlying spirit which has guided his life.'

The portrait was shown for the first time at the Mall Galleries on 19 May 1992.



### Heroes All

Although there are no formal book reviews in this issue of THE LIFEBOAT, we would mention a recent publication entitled 'Heroes All'. Author Alec Beilby has toured the coasts preparing his exhaustive look at the lifeboat service and has compiled a combined history and current picture of the RNLI which should interest most readers.

'Heroes All' is published by Patrick Stephens Ltd (Haynes Publishing Group) at £14.99, of which 50p goes to the RNLI.

A fuller review of this book will appear in a future issue of THE LIFEBOAT.

### And finally...

Do you buy your petrol at a BP petrol station? If you do - and you have been collecting your BP Option vouchers (one for every £5 spent) - would you consider donating them to the RNLI?

BP Oil UK Ltd is currently offering special gifts to charities as part of a forecourt promotion. For 7,500 vouchers, the

For 7,500 vouchers, the RNLI can claim a 'Resusci Anne torso' - which crews can use for resuscitation training purposes.

Please help the Institution claim its first Resusci Anne torso as soon as possible by sending your unwanted vouchers to Gill Cull, Central Fundraising Department, RNLI, West Quay Road, Poole, Dorset BH15 1HZ. Thank you for your help!

### With deep regret

It is with deep regret that the Institution reports the death on 23 April 1992 of Cdr Ralph Swann CBE, a life vice president and former Chairman of the RNLI, at the age of 87.

Cdr Swann first joined the Institution's Committee of Management in 1953 and became a member of the boat and construction committee, which he chaired from 1960-1969, and of the finance and general purposes committee where his success as a city stockbroker was of great value. He was Chairman of the RNLI from 1972-1975.

Cdr Swann was instrumental in the introduction of many aspects of the RNLI which are today very much part of its fabric.

He was a driving force behind the switch to selfrighting lifeboats, the introduction of faster lifeboats (starting with the US Coastguard design which became the Waveney class) and the introduction of high-speed inflatable inshore lifeboats.

He also successfully revised the Institution's investments and was behind the Yachtsmen's Lifeboat Supporters Association, launched in 1969 and the basis for today's membership scheme.

Fittingly, in 1976 a Waveney class lifeboat was named *Ralph and Joy Swann* and she is still in service, now at Portree.

Ralph Swann had a lifelong love of boats and sailing, joining the RNVR in 1937, cruising in his own yacht after the war years and being at one time Commodore of the Royal Cruising Club. • We also report with regret the death of three other life vice presidents -Nigel Warington Smyth OBE, P. Denham Christie and Graham R. Newman FICS and honorary life governor Mr L.W. Aplin.

Nigel Warington Smyth was elected to the Committee of Management in 1954, appointed a vice president in 1971 and a life vice president in 1982.

P. Denham Christie joined the Committee of Management in 1962, became a vice president in 1973 and a life vice president in 1987.

Graham R. Newman was elected to the Committee of Management in 1979 and was appointed a vice president in 1987. He also served on the boat and shoreworks, finance and investment subcommittees.

## Naming Ceremonies

### New lifeboats named and dedicated



### Sennen Cove -

### Mersey class The Four Boys

Eighteen years on from the visit of His Royal Highness The Duke of Kent to name the previous Sennen Cove lifeboat, history was repeated on Wednesday 22 April as the town, bedecked in flags and sunshine, prepared to greet the Duke again.

This time to name a new Mersey class, the latest design of lifeboat, equipped with the most efficient and modern technology.

It would be a day of memories too for the parents and friends of four schoolboys, pupils of Stoke Poges middle school, who were drowned off Land's End during a school trip in 1985 and after whom the lifeboat was to be named.

The lifeboat gleamed from her position at the top of the slipway as guests arrived. Such being the location of the Sennen Cove station on the extreme tip of the south west coast, a unique structure of scaffolding was built up from the beach to accommodate guests.

The Duke arrived promptly at 9.30am and was introduced to the coxswain/mechanic Terry George and his crew before taking his place on the platform. Joanne Shannon, daughter of crew member Philip Shannon, presented a souvenir programme to the Duke and then Pendeen silver band and the St Buryan male voice choir led the singing of the National Anthem. Mr Keeble, chairman of the local branch, History is repeated as HRH The Duke of Kent helps launch the Sennen Cove lifeboat *The Four Boys* from her position at the top of the slipway.

then welcomed The Duke of Kent and guests.

Mrs Christine Ankers, mother of one of the drowned boys and representing the many donors, handed the lifeboat over to Mr Michael Vernon, Chairman of the RNLI, who in turn placed the lifeboat into the care of Captain James Summerlee, honorary secretary of the Sennen Cove station.

In his speech of thanks Captain Summerlee paid tribute to Sennen Cove residents who had patiently suffered a great deal of noise and disruption as the boathouse was adapted for the new boat and improved with the addition of modern crew facilities and a souvenir shop.

The reverend, Dr Richard Legg, rector of St Buryan, St Levan and Sennen led the service of prayers

### Courtown -

### Lifeboat house re-opened

Mr Clayton Love Jnr, deputy chairman and a vice-president of the RNLI, officially opened the reconstructed lifeboat house at Courtown Harbour, County Wexford on Saturday 9 May 1992.

In his speech Mr Love said, 'The tradition of life-saving in Courtown Harbour goes back to 1865 when the residents requested the RNLI to establish a lifeboat station here. The station operated for 60 years when it and dedication and Mr Keeble invited the Duke to name the lifeboat.

Before doing so the Duke made a moving speech which epitomised the feelings of those present. He said,

'...Sennen Cove now has a lifeboat to be proud of, and there are many people here today who will be sharing in that pride...

"...We have heard how the funding represents a combination of individual generosity, dedicated local support and a passionate desire for good to come out of tragedy. While this must be a happy day for you all, for the parents and families of Nicky Hurst, Jamie Holloway, Ricky Lamden and Robert Ankers, it will also bring bitter memories.

'You have shown great courage to confront your personal grief in such a positive and purposeful way. I can only assure you that in the Sennen Cove lifeboat crew you have the best possible men to ensure lives continue to be saved from these treacherous waters.'

The Duke named the new lifeboat *The Four Boys* in memory of the schoolboys whose lives were lost at Land's End and the champagne splashed across the bows of the new boat. After three cheers for the crew the Duke helped launch the lifeboat into the sea.

She was put through her paces under the command of Coxswain Terry George, as a helicopter from RNAS Culdrose flew above, streaming the RNLI flag. The Duke then moved on to the Old Success Inn where he met the families of the crew and launchers, station and branch officials, the families of the lost boys and other guests.

closed in 1925. Some two years ago history began to repeat itself. The community lifeboat service requested that the RNLI re-establish the lifeboat station at Courtown.'

The new D class inshore lifeboat BP Service, which has been funded by BP Oil, was handed over to the care of the station branch by Ronnie Delany on behalf of the Institution.

The service of dedication was conducted by The Reverend Joseph Jacobs and Reverend Father Aidan Jones.

### Margate - Mersey class Leonard Kent

What a difference the day makes! The last time Margate played host to a royal naming ceremony, in November 1979, it was a chilly day and the fog rolled in from the sea. And the royal guest of honour, HRH Princess Alexandra, had been prevented by illness from carrying out the naming.

This time, on 21 May 1992, the sun shone steadily and the shirtsleeved, summer-frocked crowd were delighted when the Princess embarked on an active and extended walkabout following the ceremony.

Some aspects, however, remained the same as the previous occasion, 13 years before. Margate honorary secretary Alan Wear again warmly welcomed all those present and the service of dedication was once more most ably conducted by the Reverend Canon Norman Baldock, vicar of St John's church.

In keeping with tradition, master baker and crew member Neil Addington made a magnificent cake, just as his father Bert had done in 1979. Neil had spent an hour each day since February meticulously decorating the 100lb cake, which was cut ceremonially in the boathouse by the Princess.

The new Mersey class lifeboat has been funded from a substantial bequest by the late Leonard Kent, a long-time resident of St Helier, Jersey, the legacy of the late Cyril Moore of Canvey Island, Essex in memory of his wife Gladys, together with the proceeds of a local appeal and other

### Ilfracombe - D class

Alec Dykes

Alec Dykes, Ilfracombe's new 'summer-only' D class lifeboat, was named and dedicated in a ceremony that took place at the pier lifeboat house in the early evening of 7 May.

Funds for the lifeboat had been provided by Mrs Christina Dykes in memory of her late husband Alec.

Following the National Anthem, the proceedings were officially opened by Mr Tony Reed, president of the Ilfracombe station branch. Mrs Christina Dykes officially handed over the lifeboat to the Institution's deputy head of fundraising and marketing Anthony Oliver, who in

gifts and RNLI general funds.

Representing all the donors, Leonard Kent's brother Sidney spoke of his pride in being asked to hand the boat over to the RNLI and referred to his brother's love of the sea and his admiration for the lifeboat service. In reply, RNLI Chairman Michael Vernon paid tribute to the generosity of those who had demonstrated their support for the RNLI in such practical and exceptional terms.

Princess Alexandra expressed her pleasure at being invited to name the new lifeboat, especially after her disappointment when previously prevented from taking part. She praised the selflessness of those who had contributed to the cost of the boat and the crew who sacrificed time, comfort and safety to aid those in distress at sea.

The Princess also voiced her ad-

Princess Alexandra meets the Margate lifeboat crew in the company of the Chairman Michael Vernon. A proud day for all concerned - especially as the Princess had been prevented from naming the Margate lifeboat on a previous occasion planned in 1979. Photo Malcolm Sivier, Isle of Thanet Gazette



turn passed the lifeboat into the care of Colin Knill, honorary secretary for the Ilfracombe station.

The history and development of the D class lifeboat was then outlined by Captain Hugh Fogarty, deputy divisional inspector of lifeboats for the South West.

A short service of dedication followed, led by the Reverend Cyril Tennant, honorary chaplain to the Ilfracombe lifeboat station. Mrs Christina Dykes then named the lifeboat *Alec Dykes*. Music for the occasion was provided by Ilfracombe and District youth band, directed by Mr Leslie Perrin.

miration for the crew's families and the dedication of the vital shore helpers. With words of appreciation for the gleaming lifeboat and encouragement for the station, she named the new craft *Leonard Kent*.

As the coxswain/mechanic Peter Barker led the cheers for Her Royal Highness, the heady aroma of champagne, dashed on the bows, floated on the warm, afternoon air.



Down to business! The ceremony over, Margate's crew launch the station's D class lifeboat to tow a dinghy to safety.

...As the last cake crumbs were being brushed away and the bunting untied after the Margate ceremony, there came a reminder of the lifeboat's simple purpose.

A dinghy with a defective engine was drifting a few hundred yards from the shore. With no radio, no flares, no anchor and no lifejackets, the two occupants waved energetically to draw attention to their plight.

Within minutes, the station's D class was being launched with cakebaker Neil Addington at the helm and the casualty was soon under tow to safety. Business as usual! Denied credit during his lifetime, Lionel Lukin has since been acknowledged as 'the first who built a Life Boat'. To commemorate the inventor's 250th birthday last May, assistant public relations officer **Robin Sharp** relates the struggle for recognition of the man who invented 'that principle of safety'.

## **Lionel Lukin - Lifeboat Inventor**

During 1991, lifeboats launched 4,935 times, saving 1,308 lives. Strange as it may seem, a Dunmow coachbuilder who would have been 250 years old on 18 May 1992 - made a significant contribution to these impressive statistics.

Lionel Lukin's tombstone at Hythe, Kent describes him as 'the first who built a Life Boat...the original inventor of that principle of safety'. Behind the epitaph (reputedly by Lukin himself), is the story of a struggle for public recognition.

Lukin spent his schooldays in Dunmow before being apprenticed to a local coachmaker. Having later set up a flourishing business in London's Long Acre, he became Master of the Worshipful Company of Coachmakers.

Lukin certainly possessed a fertile mind, inventing amongst other things an adjustable reclining bed for invalids. But the invention for which he is most remembered is the 'unimmergible boat', forerunner of the lifeboat.

Lukin was intrigued by the concept of an unsinkable boat. Tradition says he tested models on Doctor's Pond, Dunmow and a plaque there acknowledges him as 'inventor of the first unsinkable lifeboat'. In fact, the term 'lifeboat' itself had not been invented at that time and Lukin's intention was 'an improvement in the construction of boats...which will neither overset in violent gales, nor sink if they should be filled with water'.

In 1784, Lukin converted a 20ft Norwegian yawl, adding a cork belt projecting from the gunwales covered in a protective sheath. Inside, watertight containers at bow and stern and cork blocks increased buoyancy. To keep the craft upright, a cast-iron keel was added. The *Experiment* successfully completed trials on the Thames.

On 2 November 1785, Lukin obtained a patent for his invention and approached the Royal Navy, suggesting that the design be adopted for ships' boats. There was no positive response. He then lent the *Experiment* to a Ramsgate pilot for rough weather testing. He never saw it again, hearing only that it had crossed the Channel several times before being seized in a foreign port as a smuggler.

Undaunted, Lukin constructed the Witch. Although many



were impressed by its qualities, there was still no encouraging reaction. However, in 1788 Archdeacon John Sharp, trustee of a Northumberland charity, asked Lukin to convert a coble for sea rescue at Bamburgh.

Following the loss of the Adventure with all hands at the mouth of the Tyne in 1789, local businessmen had offered a two-guinea prize for the best designed life-preserving craft. William Wouldhave won, but his entry was considered worthy of but one guinea. Another competitor, boatbuilder Henry Greathead, was commissioned to construct a boat combining Wouldhave's design with his own. Completed in 1790, Greathead's 'lifeboat', *The Original*, served for 50 years. More orders followed.

In a pamphlet published in 1807,

Above: Lionel Lukin, 'the original inventor of that principle of safety'. Below: 'Unimmergible boats' - Lukin's 1806 patent relating to the forerunner of the modern lifeboat.



Lukin asserted that Greathead's boat was 'to all the essential principles of safety, precisely according to my pat-

ent'. The correspondence column of 'The Gentleman's Magazine' carried heated exchanges between Lukin and W.A. Hails of Newcastle over rival claims for 'lifeboat inventor' and merits of relative designs. It particularly rankled that Greathead received £1,200 from Parliament, the Royal Society of Art's gold medal and widespread recognition. Lukin had nothing.

However, one of Greathead's lifeboats, at Lowestoft, was disliked by its crew. While visiting Lowestoft, Lukin was shown a broad-beamed, lug-rigged craft, used locally for salvage work. Based on this, a 40ft boat was built in Lowestoft under Lukin's supervision for the Suffolk Humane Society.

The *Frances Ann* was launched in November 1807 and performed impressively in adverse conditions. With three masts, lug sails plus twelve short oars, this was the first sailing lifeboat to be built and it saved 300 lives during 42 years service at Lowestoft.

Lukin's belief that 'all lifeboats should be built of the form most approved by...seamen on the coast where they are to be used' was a precept adopted later by the RNLI.

He played little further part in lifeboat development but kept an interest. Learning of the proposed formation of a 'Shipwreck Institution' (subsequently the RNLI), Lukin wrote in February 1824, offering help. No response is recorded, but at 82 perhaps Lukin was considered too old for an active role.

Lukin died on 16 February 1834 and is buried in St Leonard's churchyard, Hythe. Denied credit during his life-

> time, his tomb stands as a monument to 'the builder of the first lifeboat'. Among other accolades, a stamp was issued by the Post Office in 1985, commemorating the bicentenary of Lukin's patent.

While he may not have set out to invent a 'lifeboat' as such, Lukin's idea forms a vital link in a chain extending to today's Fast Afloat Boats 3 and 4, continuing the RNLI's proud tradition which has already resulted in the saving of over 122,000 lives. A fitting tribute to the man who planned an 'unimmergible boat'.

## PAST...AND...PRESENT

### 100 years ago

## From the pages of The LIFEBOAT of August 1892

### THE WRECK OF THE EIDER

On the night of Sunday 31st January 1892 the four-masted s.s. *Eider* of Bremen, 4,719 tons register, bound from New York for Southampton, en route for Bremen, stranded on the reef of rocks known as Atherfield Ledge in a thick fog, stormy weather, and a very rough sea.

She fired signal rockets, and at about 11 o'clock the Lifeboat *Catherine Swift*, stationed at Atherfield was launched, proceeded to her, and at the request of the master brought ashore telegrams for steam-tugs. At daylight the vessel again signalling the Life-boat went to her, and found that the master desired to land some of the mails, which were therefore brought ashore. Meanwhile, intelligence of the stranding of the steamer had been sent to the neighbouring Life-boat stations at Brighstone Grange and Brooke, and the Life-boats *Worcester Cadet* and *William Slaney Lewis* arrived as quickly as possible. The master of the *Eider* ultimately decided that it would be best to land the passengers, and during the day the Life-boats made altogether 18 trips to the ship, and safely landed 233 persons, specie and mails at Atherfield, where all the boats were afterwards drawn up for the night.

### GALLANT LIFE-BOAT CREWS

The next day, 11 journeys were performed by the Lifeboats, and 146 people were brought safely ashore, together with mails and specie, while on the two succeeding days bars of silver, specie, the ship's plate, and passengers' luggage were saved. Forty-one journeys in all were made by the gallant Lifeboat crews, who worked hard and nobly, and 379 persons were rescued by them. The master and some of the crew remained on board the vessel, hoping that it would be possible to get her afloat, and by dint of extensive salvage operations this was ultimately accomplished, the total loss of this fine Norddeutscher Lloyd liner being thus happily avoided. On the 29th March she was successfully towed off the rocks and on the following day she was safely berthed in Southampton docks; although in a considerably damaged condition.

### AWARDS

Her Majesty the Queen graciously expressed to the Institution Her Majesty's warm appreciation of the gallant conduct of the Life-boat men. H.I.M. the Emperor of Germany presented to each of the coxswains of the three Life-boats, a gold watch bearing His Majesty's portrait and initials, in recognition of the devotion to duty, self-sacrifice, and philanthropy shown in the work of rescue. His Imperial Majesty also contributed the sum of £200 to the Institution.

The Norddeutscher Lloyd, the owners of the *Eider*, expressed their appreciation of and thanks for the gallant services rendered to their vessel by the Life-boat men, and gave a donation of  $\pounds 105$  to the funds of the Institution.

In addition to the sum of £565.10s. to pay the expenses of launching the Life-boats and rewards to the crews who manned them, the Institution awarded the Second Service Clasp to Mr William Cotton, coxswain of the Atherfield Lifeboat, the Silver Medal to Mr James Cotton, coxswain of the Brighstone Grange Life-boat, and the Third Service Clasp to Mr John Hayter, the coxswain of the Brooke Life-boat.

The thanks of the Institution inscribed on vellum were also presented to the Reverend F.B. Lipscomb, M.A. and to Messrs. Charles Dabell and William Hillier, Honorary Secretaries respectively of the Brighstone Grange, Atherfield and Brooke branches, in recognition of the valuable services they rendered in connection with these services.

### Today's lifeboatmen



Peter Heading (left), helmsman of Aberystwyth station's C class inshore lifeboat, joined the crew in 1982.

In 1991, he was awarded a Bronze Medal in recognition of the courage and skill he displayed during a service on 18 September 1990.

During the service, the sole occupant of the yacht *Otter* was rescued and the craft was saved one mile outside Aberystwyth Harbour in a Force 7

wind and steep sea over the bar at the harbour entrance.

The lifeboat took the yacht in tow after transferring crew member Michael Harris to *Otter*, and met up with the fishing vessel *Seren-y-Mor* in a position three-quarters of a mile west by south of the harbour.

Seren-y-Mor took over the tow and the yacht was successfully taken into the harbour.

Robert Gorman, skipper of the fishing vessel and also a crew member, was awarded a Bronze Medal for the service. Peter, who is also the station mechanic, is a milkman.

Facts and Figures

Provisional statistics as at 21 May 1992 show that so far during 1992:

- The RNLI's lifeboats were launched 698 times (an average of more than 4 launches a day)

 More than 132 lives were saved (an average of nearly one person saved each day)

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

- Nearly 46 per cent of all services were to pleasure craft (sail, power and manual pleasure craft)

- There are 268 lifeboats on station, with a further 105 in the relief fleet.

- To 21 May 1992, 122,565 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
12m Mersey	170	£650,000
Fast Afloat Boat 4	-	£900,000*
Fast Afloat Boat 3	-	£1,200,000*
*Estimates based on prototypes, product	ion cost	s may differ





It was formally announced at the AGM in May that subscription rates for adult membership schemes are to increase from 1 September this year. Neil Morris (left), Membership Marketing Manager, explains the reasons for the increases, just how they will affect you and how you can help the RNLI make the most of your subscription at no extra cost to yourself.

The cost of running the Institution from year to year continues to increase. In 1986, £25 million was needed to run the lifeboat service, and the corresponding figure for 1992 is estimated to be around £48 million.

However, at the same time, membership subscription rates have remained unchanged.

To try to redress the balance, the RNLI has announced that it is to increase adult membership subscriptions from 1 September 1992. However, there is no immediate plan to increase subscription rates to the Storm Force club, the junior membership scheme.

When the increases were first proposed, the Institution listened with interest to your comments and suggestions. I am pleased to say that, in general, the proposals have met with members' full support.

And your continued membership is as important to the Institution as ever.

### Real value decrease

In 1986, there were 120,000 Shoreline and Governor members contributing £1,250,000 to Institution funds. The average contribution from each member was £10.42.

By 1990, there were almost 177,000 members contributing £1,810,000, and the average contribution was approximately the same at £10.23.

The figures reflect the fact that there had been no increase in membership rates over this time and no tendency or request for new members to contribute higher value subscriptions. However, when inflation is taken into account for, the real value of the average subscription in 1990 actually decreased to just £7.70.

With increased administration costs due to inflation also to be accounted for, it can be seen that by 1990 the average subscription was worth significantly less to the RNLI in real terms than it was in 1986.

### Discussion

This calculation prompted the proposal to increase subscription rates and gave rise to the discussion article 'Moving with the Times' in the Spring 1991 issue of THE LIFEBOAT. The article sought your views on subscription rates and your letters came flooding in, almost unanimously in favour of an increase. There were also some frequently recurring suggestions.

Many members asked us to keep the minimum membership subscription rate at or below £10 for the time being. For many dedicated supporters, this figure can

## Rates of

represent a financial sacrifice. The option remains for members who can afford to give more to donate a higher subscription if they wish.

We were also urged to keep THE LIFEBOAT journal part of the membership package. The increases ensure that all publication costs are adequately covered.

On the subject of future changes in subscription rates, you asked us to organise smaller, more regular increases rather than the large, infrequent increases, as at present.

Finally, it was suggested that the RNLI should inform members as widely as possible on the benefit of a covenant. This automatically increases the value of your subscription to the RNLI at no extra cost to yourself.

### Why members are important to the RNLI

Why is membership so important? After all, only a few other charities run membership schemes, so they can't be all that useful, can they?

In answer to this frequently asked question, there are three vitally important reasons why the RNLI has a membership scheme.

Firstly, the scheme is valuable from a financial planning perspective as it provides regular, planned income. Membership recruitment and, most importantly, membership renewals can be predicted and budgeted for with greater accuracy than most other types of donations or fundraising. This accuracy gives the RNLI more confidence in planning expenditure on life-saving activities.

Secondly, a membership scheme encourages a better relationship between the Institution and its supporters. Through THE LIFEBOAT journal, for example, your annual subscription keeps you in touch with the people, places and events within the lifeboat service. What's more, if you are a Governor or Life Governor, you can play a direct part in the RNLI's affairs by putting forward your views at the AGM.

In essence, the membership scheme is an effective way for the RNLI to communicate with you as a valued supporter. It also allows you to let us know your thoughts

### Governors • Shoreline • Storm Force

R

on how we use your donations for life-saving purposes.

Finally, membership schemes are a very attractive way to recruit new supporters. By offering THE LIFEBOAT journal, a car sticker and the opportunity to buy insignia, for example, many more new supporters can be encouraged to contribute to the RNLI than would otherwise be the case.

### New rates

Set out below is a table showing the new membership subscription rates, effective from 1 September 1992.

Shoreline membership has indeed been kept below  $\pounds 10$ , yet increased enough to ensure that this subscription continues to make a valuable contribution to RNLI funds.



### Membership Subscription Rates

Membership	rship Minimum subscription	
Category	To 31/8/92	From 1/9/92
Shoreline	£6pa	£9pa
Joint Shoreline	£9pa	£15pa
Annual Governor	£20pa	£30pa
Life Governor	£200	£500
	(once only pa	ayment)
Storm Force	£3pa	no change
Group Storm Force	£1pa (per group m	no change ember)

### Membership details

Shoreline	individual membership
Joint Shoreline	two adults at one address
Annual Governor	individual membership, in-
	cludes voting rights at AGM
Life Governor	individual membership, in-
	cludes voting rights at AGM
Storm Force	individual membership club for
	under 16s
<b>Group Storm Force</b>	group of 10 or more under 16s
Please note rates sl	nown are appropriate for payment
	in £ and IR£.

The new rate also allows for the

journal to continue as a standard 'benefit' of the m e m bership scheme.

The Life Governorship rate has been increased by the highest proportion. One Life Governor subscription is now worth the equivalent of 17 years of Annual Governor subscriptions. The Life Governor will still be getting value for money, and we feel the subscription is a more realistic representation of the likely duration of a Life Governor's membership. It also covers more fully the administration and servicing costs involved.

### Monitoring progress

It is intended that membership rates will be reviewed again during 1993. We shall assess the effects of this year's changes and listen to your reactions.

Hereafter, the intention is to implement small, regular increases as appropriate, perhaps biennially and with the benefits of the lessons learned this time round.

### Increasing the value of your subscription

At the beginning of 1992, less than a quarter of all members had covenanted their subscription. It is a startling fact that if all the remaining members were to covenant their subscriptions, the RNLI would receive an extra £900,000 - all from the Inland Revenue and at no extra cost to yourself or the RNLI.

A covenant is an agreement between the RNLI and the member which enables the charity to recover the income tax paid by the member to the Inland Revenue. The amount receivable is equivalent to 33% of the value of your subscription.

If you receive a salary or interest payments from investments or savings, or if you receive a pension, you will most likely be paying income tax and so you will be able to sign a covenant. Signing a covenant does not affect your personal circumstances in any way. In fact, if you pay tax at the higher rate, there may even be positive benefits in making covenanted contributions to charity, as you will also be able to recover the higher rate paid.

Covenant forms can look daunting. Be assured that this is simply because they are legal deeds and require a statutory form of wording as laid down by the Inland Revenue. There is nothing sinister in these documents.

Please ask for a form or complete the one sent with your next membership renewal notice.

### How the subscription increases affect you

If you are already a Life Governor, these changes do not affect you. You will continue to receive copies of The LIFEBOAT and all other membership benefits.

If you are a Shoreline member, Joint Shoreline member or Annual Governor and your next subscription is due after 1 September, your renewal notice will advise you how these changes affect you.

If you are not already a member, please consider making the most of the current, lower subscription rates! And finally...

We are sure you will understand our reasons for having to increase our subscription rates and the changes will be made as efficiently and smoothly as possible.

Please accept the RNLI's grateful thanks for your continued and valued membership.



**TWO CASUALTIES TOWED TO SAFETY - CREW INJURED** 

## Tyne's 26-hour service in storm force winds

Coxswain Kieran Cotter of Baltimore's relief Tyne class lifeboat has received the RNLI's Bronze Medal for Gallantry following a 26-hour service to two separate casualties in winds up to Storm Force 10 on 30 and 31 October 1991.

Peter Bradley, Ireland's divisional inspector of lifeboats, said the coxswain and his crew exhibited 'determination, skill and good seamanship', tenaciously completing the services 'despite the appalling weather conditions and long hours at sea'.

For their part in the service framed Letters of Appreciation signed by the RNLI's Chairman have been awarded to assistant mechanic Vincent O'Driscoll and crew members Ronald Carthy, Michael O'Regan, Ciarán McSweeney and Aidan Bushe.

### Storm Force 10

A southerly Storm Force 10 was blowing at Baltimore when information was received that the 120ft fishing vessel *Japonica* had experienced machinery failure some 13 miles west of the Fastnet Rock. At 1715 on 30 October Baltimore's lifeboat *Good Shepherd* launched from her slipway.

In the open sea, 50-knot winds from the south were kicking up seas of 20ft.

Two hours after launching, the relief Tyne class lifeboat arrived at the casualty's reported position to find she was still further to the west. After 30 minutes the lifeboat reached the casualty, which was without power and lying with her port bow to the





weather. Her skipper had calculated his rate of drift as four knots to the north-east.

A sister ship was expected by midnight to give aid, but as the weather was quickly

driving Japonica closer to the rockbound shore it was decided the Tyne should start to tow Japonica to safety.

It took over an hour to connect a tow line, by which time the casualty had drifted over four miles closer to shore. It took several passes to leeward of the larger vessel before the lifeboat could pass a messenger line and *Japonica's* heavy warp was made fast.

The 47ft lifeboat then eased the 120ft casualty diagonally across the storm force wind towards the safety of Bantry Bay. However, at 2230 a

### S...LIFEBOAT SERVIC

large wave pushed her out of position and the tow parted. The tow was at last reconnected and seven hours later at 0610 *Japonica* was anchored in the shelter of Bantry Bay.

But there was no rest for *Good* Shepherd yet. On her return passage to station she suffered a blocked fuel filter. Then lifeboatman McSweeney hit his head while stowing away gear in the forward cabin. A diversion to Castletownbere was necessary to land McSweeney for medical attention five stitches in his forehead - at 1130.

Awaiting the arrival of the new fuel filter the lifeboat received a further radio call from Shannon MRCC to say another vessel was in difficulties to the south of the Fastnet Rock.

With a new filter and two fresh crew members aboard the Tyne left Castletownbere at 1325, heading towards the Fastnet into the full force of the weather.

### Under tow

Atlantis Adventure was a 60ft sailing vessel having trouble with her auxiliary and sailing under a storm jib in a Gale Force 8 wind, gusting to Severe Gale Force 9. The sea was rough with over a 20ft swell.

At 1600 in very bad conditions *Good* Shepherd reached the yacht to find her making six knots under a small storm jib. Her crew were exhausted. After 15 minutes a tow was passed, and by 1850 the casualty had been towed to the safety of Baltimore Harbour.

By the time the Tyne had left the casualty in the harbour, been refuelled and then rehoused it was 1920 on 31 October - over 26 hours since she had left on service the day before.



Weymouth's Arun class lifeboat Tony Vandervell, a naval helicopter and the destroyer HMS Edinburgh were all involved in an incident where three fishermen were airlifted to safety from their sinking trawler *Dunlin* on 6 February this year.

Seven miles west of Portland Bill lighthouse, a rescue party of four men from HMS Edinburgh, on exercise in the area, went aboard the Weymouth trawler with water pumps in an attempt to keep her afloat.

Then, as Dunlin be-

gan to go under, the rescue party were forced to evacuate by jumping into the sea. The photo shows the scene just as the men were about to be picked up by Weymouth lifeboat. *Photo Bill Macey*  ..LIFEBOAT SERVICES ...... LIFEBOAT SERVICES ...... LIFEBOAT S

### Four saved from capsized speedboat



Three men and a woman were rescued by the Plymouth Arun class lifeboat *City of Plymouth*, aided by two MOD police boats, on 1 January when their speedboat capsized in Bovisand Bay after being struck by a large wave in a south-westerly Force 4-5 wind.

Second coxswain K. Rimmer and crew members B. Bellamy and F. Jackson entered the water to assist the four, who were found clinging to their semi-submerged boat. The survivors were picked up, rushed to hospital and treated for cold and shock. They were later all released safe and well.

Lifeboatmen prepare to transfer one of the four survivors from the capsized speedboat from Plymouth's Arun class lifeboat to hospital. Photo Nic Randall, Plymouth News Pictures

## Six rescued despite Atlantic steering fault

Outstanding seamanship and determination during a five-hour service has earned David Wells, helmsman of Clacton's Atlantic 21 lifeboat, the RNLI's Bronze Medal. Crew member Terence Bolingbroke was awarded the Thanks of the Institution inscribed on Vellum and crew member Thomas Ridley a framed Letter of Appreciation signed by the Institution's Chairman.

Clacton's B579 with David Wells at the helm and Walton and Frinton's 48ft 6in Solent under the command of the coxswain Robert Kemp launched at 1438 on 1 November 1991 to the 29ft yacht *Two Niner*. She was aground on the south side of Buxey Sand with six persons on board. The weather was overcast with a Force 6 wind.

Clacton's Institute of London Underwriters experienced rough head seas and continual rain, which reduced visibility. Near the Wallet Spitway, an hydraulic leak caused a total steering failure. The problem was rectified and, with difficulty, the system was topped up but the spillage of fluid made the lifeboat's deck, console and sponsons very slippery. The steering was spongy but helmsman Wells continued towards the yacht, located at 1510 SE of Buxey Sand.

She was listing heavily to port and the SSW Force 7-8 wind and very rough 6ft breaking seas were causing violent motion.

### Skilled manoeuvring

To put lifeboatman Bolingbroke aboard, helmsman Wells manoeuvred the lifeboat's starboard shoulder





against the port quarter of the yacht with great skill. Bolingbroke found the skipper calm but her crew were all inexperienced. It was decided to tow the casualty

clear, a towline was secured and slowly the yacht moved off the sand. Once clear, the tow was slipped and the yacht was manoeuvred to the south, then west. As Clacton lifeboat led the way towards the entrance to the River Crouch, Walton lifeboat returned to station, mooring at 1657.

Two Niner's skipper was unhappy

about entering the Crouch in the approaching darkness, so the yacht was escorted to Essex Marina at Wallasea. There, the Clacton crew added more fluid to the steering reservoir.

At 1830, in total darkness and a Force 8 wind, Clacton lifeboat left Wallasea to return to station. Conditions were very poor through the Ray Sand Channel. Passing Knoll Buoy, a particularly large sea broke from the darkness, burying the bow and suddenly retarding the lifeboat. Regaining control, helmsman Wells discovered lifeboatman Thomas Ridley was missing and turned the lifeboat immediately to retrace his course. Bolingbroke and Wells had only a matter of minutes to stand a fair chance of finding their colleague.

### Retro-reflective tape

Bolingbroke saw a flash of light ahead - the retro-reflective tape on Ridley's lifejacket had reflected the lifeboat's navigation lights. Ridley was located 50 yards ahead and quickly recovered, though not without hazard as both lifeboatmen had to help him aboard, leaving the lifeboat beam on to sea. Ridley was bruised but not seriously injured.

On the lifeboat's arrival at Clacton Pier, the slipway trolley was rigged for a net recovery. The swell was severe, and helmsman Wells chose his moment to enter the trolley. The lifeboat lodged in the arrester net and the trolley was winched clear of the sea. Clacton's Atlantic 21 was back on station at 1926, five hours after the service had begun. LIFEBOAT SERVICES...LIFEBOAT SERVICES...LIFEBOAT SERVICE

### SERVICE IN DIFFICULT SEA CONDITIONS

## Couple rescued from foot of cliffs

Redcar lifeboat helmsman Peter Hodge has been awarded a Bronze Medal for the outstanding rescue of two walkers and a dog cut off by the tide on 19 January. The couple and dog were trapped at

the foot of high cliffs as the tide rushed in, threatening to sweep them away.

Thanks to the skill, experience and decisive action of helmsman Hodge and the crew's determination, courage and teamwork, the service was carried out quickly in adverse conditions, close to shore and among rocks.

Redcar's Atlantic 21 *Leicester Challenge* was launched into difficult sea conditions, an 11-13ft swell and onshore NW Force 5 wind, at 1314 on 19 January to assist two persons cut off by the tide at the base of Hunt Cliff, over four miles ESE of the station. The lifeboat, with Peter Hodge at the helm, was lifted almost vertical by a wave as she entered the water.

### Incoming tide

Leicester Challenge arrived on scene at 1324. The man, woman and dog were trapped beneath high cliffs with the incoming tide breaking all round them. They had moved onto high loose shale, but their position seemed untenable. The 11-13ft swell was breaking directly onshore some 130 yards off.

Hodge took the lifeboat through the first line of breaking seas and turned head-to-sea to assess the situation. After consulting his crew, he told the coastguard he intended to attempt a rescue.

Hodge turned the lifeboat to shore and ran in through heavy seas, using both engines and helm to control the lifeboat in such dangerous conditions.

About 200ft from the cliff, the anchor was let go in 16ft of water. The engines were worked astern and, after a short distance dragging along the flat scar, the anchor held.

Hodge veered down towards the casualties with crew members Mark Reeves in the bow and Derek Robinson taking soundings with a paddle over the stern. The lifeboat was constantly awash and once Reeves, jammed into the bow to maintain his position, was engulfed in water. Around 50ft from

Redcar

East Division



around his waist. On reaching shore he made fast the line. The lifeboat was manoeuvred closer to shore. The engines were stopped and tilted clear to avoid damage from the rocks.

Bronze

Medal

Crew member Robinson went ashore with the stern line to assist Wheater and to help prevent the lifeboat being drawn seaward. The seas lifted the lifeboat and pounded her against the rocks. At 1340, with Reeves on the anchor warp and Wheater and Robinson ashore, Hodge assisted the two survivors, Mr and Mrs Darling, and their dog Monty into the lifeboat. They were fitted with lifejackets and wrapped in foil blankets.

The crewmen ashore returned, the stern line was cut and the lifeboat was hauled, still grounding heavily, clear into deeper water. The engines were lowered and started, the anchor rope was cut, and the lifeboat was driven out through the surf.

At 1345, an RAF helicopter arrived on scene from Boulmer but, not being required, left the area. Hodge set a course back to station and beached the lifeboat on the sand. The survivors were landed at 1403.

In his official report, deputy inspector of lifeboats for the East, Tim Harrison, wrote that: 'Hodge showed great leadership in quickly assessing the danger... courageously taking the lifeboat into heavy breaking seas... a truly excellent service and a great team effort which resulted in the crew coolly and professionally saving the casualties'.

Crew members Derek Robinson, Barry Wheater and Mark Reeves have been awarded the Thanks of the Institution inscribed on Vellum.



### TWO LIFEBOATS ON SERV

## Yacht towed to appalling con

The Thanks of the Institution inscribed on Vellum has been awarded to Paul Gilson, helmsman of the Southend lifeboat, following the rescue of two people from the yacht *First Knight* in appalling weather conditions.

At 1351 on 23 August the station's Atlantic 21 lifeboat *Percy Garon II* launched with Paul Gilson at the helm to the aid of a 25ft yacht in difficulty, her rudder having broken off in rough seas. The crew - Clifton Warry and Duncan Clark-were chosen especially because of their extensive experience aboard racing yachts.

Meanwhile, in support, Walton and Frinton's Solent class relief lifeboat *Lady MacRobert* slipped her moorings at 1355 under the command of Coxswain Robert Kemp.

The wind, gusting to 50 knots, was a south-westerly Force 7/8 with rough seas and heavy rain squalls as the Atlantic 21 made her way towards the yacht 19 miles ENE of Southend Pier. At 1440, Southend lifeboat located the casualty, which was an-

### On service in thick fog without radar

A service to a yacht, unsure of its position in very dense fog and running low on fuel off Arran was conducted by the Campeltown lifeboat, with support from the Arran inshore lifeboat, in poor visibility, at night and without the use of radar.

At 2145 on 6 July 1991, the yacht *Ra* was reported to be unsure of her position and low on fuel in the area off the Iron Rock Ledges on the southwest corner of Arran. Due to the poor visibility and the yacht's low fuel state it was decided to launch the lifeboat.

Campbeltown's Arun class lifeboat *Walter and Margaret Couper* slipped from her pontoon mooring on service at 2325. The weather in Campbeltown Loch was calm with

### ...LIFEBOAT SERVICES......LIFEBOAT SERVICES......LIFEBOAT SE

### **CREW MEMBER AIRLIFTED**

## safety in itions

Thanks on Vellum

Beach.

chored but moving violently in the rough

seas, snubbing sharply as she swung about on the anchor warp.

With caution, the helmsman drove the lifeboat hard alongside the yacht's port side to allow crew member Warry to climb aboard.

### Seasickness and exhaustion

Warry found the two occupants suffering from seasickness and the skipper reluctant to leave the yacht. But it was too rough for the Atlantic 21 to tow the yacht safely, and the female occupant was suffering badly from exhaustion and seasickness.

Warry checked the yacht's anchor warp and secured and closed up the vessel. As she was moving violently, the helmsman had to approach her four or five times before it was safe to take off the survivors and crew member Warry. Course was set for Burnham-on-Crouch.

At 1535 the casualties were safely transferred to Walton's all-weather lifeboat, which had arranged to rendezvous with the Atlantic 21.

After discussions, the coxswain

very thick fog and visibility restricted to under a boat's length.

The lifeboat's radar had been removed for repair so the acting coxswain John Stewart steered her from the upper steering position and the acting second coxswain Robert Galbraith navigated from the wheelhouse. The crew, except one, kept a sharp lookout on deck. Navigation, which was extremely difficult, was effected by use of the lifeboat's echo sounder and Decca Navigator.

Speed increased towards the Iron Ledges Buoy and a general broadcast was given that the lifeboat was proceeding at speed without radar.

However, the Decca Navigator was giving problems - it would not remain locked on and needed frequent resetting. With the fog lifting slowly to about 1,000m, the echo sounder was continously monitored.

At about 0020 the lifeboat reached the Iron Ledges Buoy and radio contact was made with the casualty, which was in an easterly direction. The two yachtsmen aboard stated their intention to continue passage to Troon but in the circumstances the coastguard requested the casualty be towed to shelter at Lamlash.

Robert Kemp then agreed to tow

First Knight to Brightlingsea and

helmsman Gilson agreed to assist

Walton lifeboat streamed astern from

the yacht, a towline was passed from

the all-weather lifeboat using the At-

began at 1612. At the same time,

violent motion on the Walton life-

boat caused a crew member to crush

his fingers in the wheelhouse door.

With the lifeboat likely to be at sea

lantic 21 and the tow began.

With two coir fenders from the

The return passage to Southend

with the securing of the towline.

At 0040, Campbeltown lifeboat manoeuvred alongside *Ra* and acting assistant mechanic David Cox boarded to find the yachtsman exhausted, somewhat confused and intent on continuing their passage. He persuaded them to accept a tow.

The tow began at 0045 and, at the coastguard's suggestion, was taken over by Arran's C class lifeboat *Prince of Arran* at 0210, accompanied by the Campbeltown lifeboat.

With the tow's progress now safe, the latter returned to station, berthing at 0330. The casualty was safely moored at Lamlash at 0340 and the C class was ready for service at 0355.

The Campbeltown acting coxswain John Stewart has been sent a Letter of Thanks from the Chairman. for another two hours, a helicopter airlifted the man to hospital where he was treated for severe bruising.

Photo Torbay News Agency

After an arduous return passage, the Atlantic 21 arrived at Southend Pier soon after 2000 and was ready for service again at 2030. Walton and Frinton's lifeboat was ready for service at 2052.

For 'their support, seamanship and skill throughout' crew members Clifton Warry and Duncan Clark have been awarded framed Letters of Thanks signed by RNLI Chairman Michael Vernon.

### Not only, but also ...

Following our report 'Search for missing vessel locates wreck' in the Spring 1992 issue of the search for the fishing vessel *Sincere* by lifeboats from Scarborough, Filey and Whitby, the journal has since received information of the part played by the Flamborough Oakley class lifeboat *The Will and Fanny Kirby*.

Sincere, with two persons on board, had failed to return to harbour on 28 October. At 2230, Flamborough lifeboat was launched to 'assist Filey, Scarborough and Whitby lifeboats in the search for the overdue trawler'. Unfortunately, nothing was found.

After returning to station at 0240 the next day for re-fuelling, the lifeboat relaunched at 0630 to continue her search 'parallel to land from Flamborough Head to Filey Brig', and then 'close inshore from Filey to Hayburn Wyke'.

Flamborough lifeboat returned to station at 1424 that day. Sadly, the two persons were not recovered.



fallen down cliffs on 18 March at Anstey's Cove in Torquay and suffered a broken ankle. He was carried a

further 30ft to the base of the cliffs where crewmen aboard the Atlantic 21 lifeboat Frank and Dorothy used an emergency paddle and straps to form a temporary splint before taking him to the ambulance at Redgate

### Four rescued as canoes capsize

Arran's inshore lifeboat C521 *Prince* of Arran rescued four people and recovered two canoes on 2 February following a call for assistance from Clyde Coastguard.

At 1145, the coastguard reported that three canoes had capsized in rough seas in Brodick Bay three miles north of the station and that a fourth person was paddling to assist.

The lifeboat was launched eight minutes later with Nigel Marshall at the helm, the crew just having finished changing the engine following mechanical problems during an earlier exercise. The wind was a southwesterly Force 6 and the sea was choppy with a swell of some 3-5ft.

On reaching the search area at 1205, the lifeboat crew found two abandoned and drifting canoes. They also found one female, who confirmed that an adult male and two boys were still missing.

The lifeboat crew continued the search, at the same time treating the first survivor for exposure and summoning an ambulance to Brodick Pier.

The three survivors were eventually found and brought ashore to Brodick Pier where it was found that the ambulance had not yet arrived. A car was commandeered to take the survivors to hospital in Lamlash. One of the young boys was severely hypothermic and was kept in overnight, while the other three were released later in the day.

On returning to the scene of the search, the lifeboat recovered two canoes and brought them ashore. The other canoes had drifted and were reported as missing to the coastguard. The lifeboat left the area at 1245 and was ready for service again at 1340.

Chief of operations Commodore George Cooper has written to congratulate helmsman Marshall and his three crew 'on a fine service, especially from the first aid aspect.'

### 1,200-TON COASTER TOWED TO SAFETY IN ROUGH SEAS AND NEAR GALE

## Tyne class holds coaster from rocks

The Bronze Medal has been awarded to the Salcombe coxswain/ mechanic Frank Smith for a service to the coaster *Janet C*, which prevented the vessel running aground in rough seas and a near gale in the early hours of 8 January 1992. At one stage, the casualty was within

half-a-mile of running aground.

At 0120 on Wednesday 8 January 1992, Brixham coastguard requested Salcombe lifeboat deputy launching authority to stand by as the 1,200-ton coaster *Janet C*, carrying 1,300 tons of cargo, was disabled just over two miles SE of Start Point with total power failure. Attempts were being made to contact a tug, but without success.

Fifteen minutes later it was decided to launch the lifeboat. Officially off-duty, having arranged to visit the London Boat Show, the coxswain/mechanic Frank Smith took the helm while staff coxswain John Marjoram, there to deputise in Smith's absence, was officially in command. Also on board were a film cameraman and sound recordist already commissioned to make a programme about the station for Central TV.

### Full speed

At 0148, Salcombe's Tyne class lifeboat *Baltic Exchange II* slipped her moorings and proceeded at full speed. Visibility was good, the weather was cloudy with squally showers, the wind was gusting Force 5-6 and there was a choppy sea with a 3ft swell.



The lifeboat arrived on scene at 0230 to find the coaster drifting relentlessly towards Start Point. The sea was rough, with the wind SSW 7, gusting 8-9.

After several attempts to transfer a line between the coaster and lifeboat, the tow was connected. Meanwhile, Smith had placed the lifeboat under the coaster's bow and maintained station by use of helm and throttles.

By 0246, the *Janet C* was now only five cables (half a nautical mile) off Start Point and the rate of drift was increasing. Coxswain Smith knew that, with Blackstone Rock and Cherrick Rock only two-and-a-half cables off Start Point, the holding action of the 24-ton Tyne would be vital in preventing the coaster running onto the rocks.

At 0315, the fishing vessel *Harm Johannes* arrived and prepared to pass



another line. Thirty minutes after the lifeboat had established the tow, *Janet C* had been pulled away to 9 cables from *Start Point*. *At 0345 the trawler* tried to fire another line to the coaster but, failing, pulled away.

The tow was continued while waiting for the tug, estimated to arrive at 0505. At 0440, with the *Janet C* now one-and-a-half miles off Start Point, the line parted. The crew quickly hauled in the rope and reconnected the tow, all within 15 minutes.

At 0520, the tug *Anglican Lady* arrived to take over the tow, and Salcombe lifeboat stood by until the tow was well secured, leaving the area at 0603 and arriving back on station at 0730.

For their part in the service, staff coxswain John Marjoram has been sent a Letter of Thanks from the RNLI Chairman; the deputy second coxswain Raymond Rowe, the assistant mechanic Roger Evans and crew members David Penwill, Jonathan Clift, Brian Carter and Colin Power received Medal service certificates. EBOAT SERVICES...LIFEBOAT SERVICES...LIFEBOAT SERVICES

**NEAR COLLISION WITH FERRY - WINDS OVER 70 KNOTS** 

## Lifeboat tows yacht to safety of Dunkirk

The Dover coxswain/assistant mechanic Anthony Hawkins and crew members David Pascall and Rodney Goldsack have been awarded the Thanks of the Institution inscribed on Vellum following an eight-hour night service on 2/3 November 1991 in extreme weather conditions. Three yachtsmen and their craft were saved.

At 1824, Dover's Thames class lifeboat *Rotary Service* was launched to the Belgian yacht *Phaedra* which was in distress near the Sandettie. The wind was SW Force 9 and the sea was rough with a heavy swell.

At 1852, with a revised casualty position, Coxswain Hawkins gave an estimated time of arrival of around 1940. The rescue operation, coordinated by French authorities at Gris Nez, also involved the Calais



### 'Hawkins saw Sally Sky bearing down rapidly'

lifeboat, the P&O ferry *Pride of Bruges*, the Sally Line ferry *Sally Sky* and helicopters from France, Belgium and RAF Manston.

*Phaedra*, a 36ft Bermudan sloop, was sighted at 1944 with another yacht *Donita*. Three people were on board and three were missing and she was being blown downwind at around 3 knots. The wind was now SW Force 8-9, and it was dark and overcast with rain squalls. The sea was very rough with a heavy swell running at 12-20ft.

At 1946, Coxswain Hawkins decided to take the casualty in tow, leaving the search for survivors to other vessels for the time being. He brought the port quarter of the lifeboat along-



Atlantis Adventure makes fast in the safety of Baltimore Harbour after being given assistance by the town's relief Tyne class lifeboat. The 60ft sailing vessel had run into difficulties south of Fastnet Rock in a rough sea with a swell of over 20ft and winds gusting to Severe Gale Force 9 on 31 October. Full details of this medal-winning service are given on page 228. Photo Cork Examiner



side that of the yacht and at 1952, crew member David Pascall went aboard *Phaedra* with first aid equipment and a radio.

One of the three survivors on board had

suffered a broken clavicle and wrist, a diabetic woman was very poorly and a 12-year-old boy was shaken but well.

To assist Pascall, it was decided to transfer crew member Rodney Goldsack aboard the yacht. Working in the lee provided by the ferry *Sally Sky*, the lifeboat ran down the starboard side of the yacht and Goldsack leapt aboard.

The lifeboat was now ahead of the yacht and a heaving line attached to a towline was thrown to Pascall, who hauled on the line. Coxswain Hawkins then saw *Sally Sky* bearing down rapidly. He drove the lifeboat astern, dragging the yacht clear of the ferry by a matter of feet.

Thanks to his actions and Pascall's forethought in slacking away on the heaving line, a collision was avoided.

Although the towline was then washed under the lifeboat and cut by rope cutters protecting the propellers, it was passed again and secured.

Coxswain Hawkins decided to tow the yacht to Dunkirk West at 2034. Pascall stayed aboard *Phaedra* to steer her while Goldsack attended to the survivors.

Sea conditions made the passage rough and the woman was slipping into a diabetic coma. At 2345 in Dunkirk Harbour the casualties were transferred to a waiting ambulance.

### Return passage

As the lifeboat was about to return to sea to help search for the missing persons at 0003, the search was called off. Coxswain Hawkins elected to proceed anyway in case the lifeboat was needed on the English side.

With the wind speed off Dover reported as SW 63 knots, gusting to over 70 knots, the lifeboat left harbour at 0025 and was back at her berth in Dover Docks by 0246.

Of the three yachtsman lost overboard, one was picked up by the yacht *Donita* and has since recovered, but the other two have not been found.

For their valuable support throughout the service, Vellum service certificates were awarded to the second coxswain/mechanic Dennis Bailey and crew members Michael Abbott, Geoffrey Buckland, Stephen Pascall and Michael Gimber. LIFEBOAT SERVICES...LIFEBOAT SERVICES...LIFEBOAT SERVIC



## Invergordon lifeboat in drilling rig rescue

The White Rose of Yorkshire, Invergordon's Waveney class lifeboat, was involved in the rescue of two survivors who fell from a semi-submersible exploration drilling rig on 31 January 1992 in calm conditions.

The eight crew and local doctor have been congratulated for their part in the short but intensely active service in a Letter of Appreciation from the chief of operations.

Under the command of Coxswain David Lipp, the lifeboat was launched at 1735 with Dr Shirley Carragher on board in response to a distress call from a drilling rig that was being anchored in the Cromarty Firth.

With two Mearsk anchor-handling vessels in attendance, two men had tried to launch their man-overboard launch (MOL) by lowering it from the falls. However, during the operation, the MOL, with the men on board, had fallen 120ft into the water.

Eight minutes after launching, the lifeboat arrived at the scene. The MOL was located alongside a local workboat, the *Tern*, which itself was alongside the *Mearsk Shipper*, one of the anchor-handling vessels.

The lifeboat manoeuvred alongside the MOL and made fast. At this point, the MOL was making water so the lifeboat crew deployed the eductor 'The launch had fallen 120ft into the water'

and pump. It was later found that the MOL's keel was seriously ruptured.

The crew used both search lights and a hand-held light to illuminate the scene, the latter proving particularly useful while Dr Carragher examined and administered painkillers to a survivor, who was lying trapped between the MOL's engine casing and its starboard side.

Because of lack of space, the lifeboat crew could not slide the stretcher under the survivor, who had suffered broken arms, legs and pelvis. Instead, the metal tubing which encased him had to be cut away and ropes passed underneath to lift him.

After much difficulty, he was extricated from his position and lifted using the ropes onto the stretcher. The survivor was in great pain, and it was learned later that one of his legs had been broken in five places. The other survivor was in the *Tern*'s wheelhouse and reluctant to move, having suffered broken limbs.

With the first survivor in the aftercabin attended to by crew and the doctor, the lifeboat made best speed to shore. The second survivor was stretchered ashore from the *Tern*. Both were taken to hospital.

The lifeboat returned to the scene of the incident once more to recover ropes from the MOL and to wait until the launch had been secured to a crane on board the *Mearsk Shipper*. She then returned to station at 1855 and was ready for service again at 1930.

All eight crew and the doctor were fully employed during the two-hour service. In his letter, chief of operations Commodore George Cooper wrote, 'I would like to congratulate you all on a well co-ordinated service conducted in a professional manner'.



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## Summer in the city... The Institution's Annual Meetings

The 168th Annual General Meeting of the RNLI was held in what has become its traditional venue – the Queen Elizabeth Hall on London's South Bank – on the morning of Tuesday 19 May, 1992. The weather, however, was far from the traditional 'lifeboat weather', being one of the hottest days of the year so far.

As usual the AGM was followed by the Presentation of Awards in the nearby Festival Hall, when six Bronze Medals for Gallantry were presented to lifeboatmen and 42 awards made to honorary workers.

In his opening remarks at the AGM for the Institution's Governors the Chairman, Michael Vernon, likened the Institution's financial situation to its all-weather operational ability. In reporting another year of progress he remarked that 1991 had been a year in which the economic barometer had dropped like a stone, yet despite the economic climate the RNLI had not been forced to alter course by a single degree. He added:

"The recession has, of course, affected us to some extent but our allweather finances, just like our lifeboats, contain sufficient inherent strength and reliability to allow us to continue attaining targets and launching new projects."

A major strength of the RNLI, said the Chairman, is its ability to move with the times. This had enabled the Institution to maintain its effectiveness, with the introduction of inshore lifeboats in the 1960s just one good example. The quest for greater speed illustrated the RNLI's dynamic nature, but before exploring these areas in detail Mr Vernon urged the meeting not to forget why everyone had gathered in London:

'The RNLI exists to preserve lives from disaster at sea. That end was admirably served in 1991 with 1,308 men, women and children owing their lives to the lifeboat crews. A further 801 individuals were brought ashore from potentially dangerous situations and there were 4,935 distress calls answered altogether.'

### ACHIEVEMENTS

He went on to say that remarkable human achievements lay behind the bald statistics, and that the six Bronze Medal services described in the 1991 Annual Report proved that the crews' standards of skill, endurance and courage were as high as ever. But, added the Chairman:

'There is also evidence that lifeboats are now capable of feats quite unimaginable only a few years ago. Thanks to the seamanship of her coxswain and the power of the lifeboat Salcombe's Tyne class was able to hold a 1,200-ton coaster off the rocks in the face of a near gale and rough seas. In addition Clacton's Atlantic 21 was able, in spite of steering difficulties, to enter 6ft seas breaking over a sandbank and tow a grounded yacht to safety.'

### SURVEY

From these incidents, and thousands more, it was obvious that the RNLI offered an unequalled service to professional seamen and pleasure sailors alike. But, continued Mr Vernon, the RNLI wanted to do still more. The Institution had commissioned a survey of lives lost each year in waters covered by the RNLI, and although every life lost was a tragedy the figures were relatively low, considering the high level of activity. On average 160 lives had been lost each year for the last ten years, said Mr Vernon, adding that it was a reflection on the efficiency of the lifeboat crews and their colleagues that the figure was no higher.

The Institution could not remain complacent about these deaths and was examining the causes. It was known that commercial



The Mersey class Marine Engineer at the press photocall before the meetings with the six medallists aboard. Photo Maggie Murray/Format

fishermen were more at risk than any other group and that there is a steady increase in call-outs to smaller fishing vessels. On the recreational side more deaths occurred from powered craft than from sailing craft, though lifeboats were launched more often to sailing boats. If answers could be found to some of these questions perhaps still more lives will be saved, added Mr Vernon.

Returning to the Institution's present priorities Mr Vernon went on:

'... we continually try to ensure that we have the right distribution of lifeboat stations to match the spread of potential casualties around the coast. To achieve this there has been a recent increase in the number of stations. Currently we have 209 with two more undergoing evaluation. Rapid response remains the key to our success and moves to provide supplementary D class cover at stations already operating all-weather lifeboats and the growing number of 29-knot Atlantic 21s in the fleet all help to improve our ability to reach a casualty before it is too late.'

### TARGET

The Chairman was able to report that the RNLI was on target for one of its most important goals – the provision of fast lifeboats at all stations by the end of 1993. Ten more Mersey class lifeboats had been built last year, he said, and 21 were now in operation around the coast.

The later Merseys have hulls of fibre reinforced composite (FRC), a sophisticated material which is already proving ideal. The Chairman pointed out that this was a good example of why the Institution should explore new technology, as the knowledge gained had been invaluable in the design of two 25-knot all-weather lifeboats. The prototypes of both new classes, Fast Afloat Boats (FAB) 3 and 4 were currently undergoing the most punishing tests that could be devised, and progress was good, with plans to place orders for production boats during 1992.

Looking at the new designs in more detail Mr Vernon commented:

'... these two new lifeboats are among the strongest vessels of their size and power ever to have been built. It is the human frame and its ability

### **Bronze Medals for 1991/1992**





John Hartla

**Kieran** Cotte

to withstand the effects of falling off a 20ft wave at full speed which limits a lifeboat's capabilities as much as anything nowadays. ... the FAB 3 and FAB 4 prototypes have given us further opportunity to break new ground by evaluating a range of new equipment. FAB 3 has been fitted with a bow thruster to assist with manoeuvring and both new designs carry a comprehensive range of electronic navigational instruments including a highly advanced autopilot and chart plotting system..'

Continuing with this theme the Chairman referred to progress with inshore lifeboats, saying that the advantages of introducing lifeboats at the threshold of design technology were amply demonstrated by the Atlantic 21, a pioneering rigid inflatable which first entered service 20 years ago.

A prototype Atlantic 22 was undergoing trials, and Mr Vernon added:

'The project has already proved that we can get greater speed and even better seakeeping out of a rigid inflatable lifeboat. Meanwhile we are also in the process of narrowing down design options for an inshore lifeboat capable of up to 40 knots.'

While talking about the Institution's hardware the Chairman stressed that fast, efficient lifeboats were only part of the equation, and that the RNLI had been ensuring that station buildings met the needs of modern lifeboats and their crews.

The last twelve months had seen some remarkable progress said Mr Vernon and he singled out some examples – a completely new slipway station at Angle, new Mersey boathouses at North Sunderland, Filey, Peel and New Quay with major adaptations made at Anstruther, Swanage and Sennen Cove. The first davitlaunched all-weather lifeboat was now operational at Workington.

ENVIRONMENT

At this point the Chairman touched on the RNLI's concern with other than purely operational matters:

I should like to add how conscious we are that any new construction should be carried out with utmost sensitivity... we aim to design buildings that are pleasing to the eye, sympathetic to the surroundings and, where possible, interesting places to visit. Many of our new buildings show considerable architectural merit as well as being highly practical and the new yacht club at Aberdovey which incorporates our new lifeboat station was recently granted an award by the Snowdonia National Park for a building in harmony with the

Not what it seems... *Marine Engineer* lies alongside the River Bus pontoon at Festival Pier between the meetings to allow visitors to look aboard.







Frank Smith



environment.'

While the Institution strives to make lifeboats and equipment ever more efficient Mr Vernon stressed that it was vital not to overlook the most valuable asset of all – the lifeboat crews. Crew protection and safety is a preoccupation in designing lifeboats but there have been developments elsewhere, aimed at reducing risks and increasing the comfort of crews. A new lifejacket for allweather lifeboat crews had been developed, with much less bulk, and is being evaluated and should be in use in the near future.

The importance of items like this were highlighted by Mr Vernon, who went on to give just one example:

'During the Bronze Medal service at Clacton, to be recognised this afternoon, an Atlantic 21 crew member would surely have been lost had it not been first for his crash helmet and then for the reflective strip on his lifejacket which his comrades spotted in the darkness after he had been hurled overboard. Just one incident like that justifies the countless times man overboard drill is rehearsed by RNLI crews.'

### TRAINING

Having touched on the training needs of a modern lifeboatman, the Chairman moved on to the need to spend time learning to make full use of the high-tech equipment carried aboard their boat. In 1991 the five mobile training units visited 95 stations and twelve stations had sent crews to Poole Headquarters for familiarisation with new classes of lifeboat. At the Inshore Lifeboat Centre at Cowes a new D class course had been introduced following the success of the Atlantic 21 courses already held.

The Chairman then paid his own tribute to the volunteer crews: 'I am always impressed with the enthusiasm of our crews to top up their skills and keep conversant with the latest in technology. It disproves the theory that you cannot teach an old sea dog new tricks. It also demonstrates how totally dedicated our crews are, not just being available for the call-out, but giving up time for training and exercises so that when the actual call comes, the rescue will be carried out at maximum efficiency. The sacrifice in time each makes is matched almost invariably by that of their employer. We quite rightly take trouble to recognise generosity in terms of financial support but we should never overlook the contribution made by lifeboatmen's employers who are prepared to bear the cost and consequences of a crew member downing tools and heading for the boathouse at a moment's notice...'

Mr Vernon then moved on to the fundraising aspects of the RNLI, praising its success in the face of economic adversity. Many leading charities, he said, had found it impossible to maintain previous levels of fundraising, but the RNLI's branches and guilds had increased their contribution to the Institution's income by more than the rate of inflation.

However, there was one area where the recession has taken its toll, the Chairman explained:

'Our legacy income is down. A large proportion of what we receive from wills is money realised from the sale of property; as you will all know, house prices are down and so, consequently, is the value of the legacies we received last year. I am most encouraged, though, by the fact that the actual number of legacies received in 1991 has once again gone up to an all-time high.'

There were, continued the Chairman, other very hopeful signs. The public were still reacting well to fundraising initiatives; the quarterly lottery raised a record £170,000 last January and thanks to Gift Aid an extra £150,000 tax had been recovered on donations.

The drive for new members and supporters had continued to produce results. Advertising had recruited 40,000 members and the first experiment with direct mail had brought double the expected response.

The importance of membership of the RNLI was a theme which the Chairman expanded upon, remarking that the number of governors attending the meeting bore out how much the status of governor was valued. Subscription rates had been under review and the Chairman announced that from September 1992 Life Governorship would cost £500, with an annual rate of £30.

It was obvious that income had been down on the previous year by some  $\pounds700,000$  and this could not be overlooked. It was, said Mr Vernon:

"...something we are not used to seeing. But, as I have already explained, the drop has been caused almost entirely by the effect of the economic climate on legacy income. It does however come as a timely warning against complacency. The lower than anticipated balance between income and expenditure in 1991 has had the effect merely to maintain the spending power of our reserves, not to bring them any nearer the target of providing three years' running costs."

More encouraging still, he added, was that the fundraisers had surpassed the projected expenditure figure by more than £8m, while total expenditure was exactly on budget at £43m.

Summing up his address Mr Vernon reiterated that 1991 had been a thoroughly constructive year for the Institution on both a global and a local scale. The trail blazing would continue in 1992 but he added a cautionary note:

'I fear the effects of the recession will be felt for some while yet. So much will again depend on the dedication of voluntary workers and their ability to persuade the public that ours is a cause which cannot be neglected. We all want to be sure that when the next call comes at any one of our stations the crew have the best lifeboat and the best equipment to rely upon. It is up to us, moreover, to see to it that such standards are maintained well into the next century. I know we can count on you, the governors, to give the RNLI your continuing and much appreciated support.'

The meeting concluded with questions from various governors which touched on subjects as diverse as the new membership rates and the time of arrival of the Atlantic 22 prototype at Blackpool. The Chairman replied or called upon the specialised knowledge of members of the Committee of Management and staff on the platform.

### The Annual Presentation of Awards

In opening the Presentation of Awards for 1991 during the afternoon at the Festival Hall the Chairman first extended a warm welcome to HM King Constantine of The Hellenes, who was to present the awards for gallantry and long service.

Recapping on the figures he had given to the governors earlier in the day Mr Vernon went on to add that as the years seemed to pass ever more quickly so the Institution was in perpetual motion, its work not punctuated by the calendar or even by normal working hours. It was, he said, a 24-hour service with a lifeboat and her crew putting out from somewhere on the coast perhaps even as he spoke, and on average every 100 minutes - day and night.

The volunteer fundraisers showed similar dedication, remarked the Chairman, devoting countless hours to the Institution seven days a week.

He went on to remind his audience that there was an overall mission for the RNLI which extended much further than just from one annual meeting to the next. The Institution was following a carefully considered and detailed plan, he said, which will allow it to evolve and retain its relevance well into the next century. The efforts of everyone in the hall are as much for the RNLI ten years hence as they are for the lives needing to be saved in 1992.

He went on:

But let me talk first about lives saved. We will hear from the medal citations how outstanding courage above all prevented the loss of life. But our highly trained crews have other qualities too which can make the difference between life and death. In a recent incident at Torbay the lifeboat launched to a fishing vessel last seen 6 miles off the coast and taking water. Without hesitation the coxswain steered straight to where he thought the casualty would be. The fishing boat had sunk but, sure enough, there they found the sole occupant just



Hats off to the Bronze Medallists, sweltering in their foul-weather gear on a very hot and sunny day. From left to right: David Wells, helmsman at Clactonon-Sea; Rick Tomlinson, photographer and ex-Port St Mary crew member; Peter Hodge, helmsman at Redcar; John Hartland, helmsman at Withernsea; Kieran Cotter, coxswain at Baltimore; and Frank Smith, coxswain at Salcombe.

afloat and with barely a minute of life left in him. He was hauled unconscious aboard the lifeboat and thanks to resuscitation administered by the crew, one a doctor, the man survived.

'Then there are the human situations where a lifeboat man or woman can turn a casualty's despair into hope and eventual survival. How might we have coped with the scene encountered last November by crew members David Pascall and Rodney Goldsack of Dover lifeboat when they were put aboard a crippled Belgian yacht to secure a tow in mid-Channel in a severe gale and 20ft waves? They had to deal with a man, a woman and a child who had seen three other shipmates washed overboard and lost. The man had a broken.collar-bone and a broken wrist, the woman was entering a diabetic coma and the 12-year-old boy was terrified out of his wits. That these two lifeboatmen managed to give these people some physical and mental comfort as well as help to save their lives is beyond what many could achieve. And yet similar acts are repeated time and again by our crews. We have a tremendous amount to be grateful for.'

### CEREMONY

The Chairman referred again to the survey of lives lost which had been carried out during 1991 and reiterated the RNLI's aim to look into the future to prevent these losses, interjecting a personal viewpoint of an example of the spirit shown by the RNLI's fundraisers:

'Last month I had the privilege to attend a lifeboat naming ceremony at Sennen Cove in Cornwall in the company of our President, His Royal Highness The Duke of Kent. It was a very moving occasion and one which showed that even when four young lives are lost, the sea shall not have the final say. The parents of four schoolboys swept from the rocks at Land's End seven years ago showed enormous courage by raising a substantial part of the cost of a new Mersey class for the

Michael Vernon, the Chairman of the RNLI addresses the audience at the afternoon Annual Presentation of Awards.



continued The Annual Meetings 1992

His Majesty King Constantine of the Hellenes makes his address before presenting the awards in the Royal Festival Hall. The King is an experienced yachtsman and won an Olympic Gold Medal in the Dragon class in 1960.



adjacent lifeboat station. They helped to ensure, along with a very successful local appeal, that a lifeboat twice the speed of her predecessor would take up station on that part of the coast.'

For the benefit of those who had not been at the morning meeting Mr Vernon recapped on the progress towards an allfast fleet by the end of 1993 and the progress with the new Fast Afloat Boat and Atlantic 22 prototypes before looking at other ways in which speed of response could be improved:

'For some years electronic pagers have been in operation and these

bring crews to the boathouse faster than by any other means. Many of you, I know, miss hearing the sound of maroons which are only used now as an emergency measure if the pagers have failed. But all pyrotechnics have an element of risk attached and we have had some extremely near escapes recently where the firing has gone wrong. To jeopardise public safety unnecessarily is alien to all that we stand for and we must therefore limit the use of these signals.

The benefits of an audible alert notifying the public, if not the crew, that the lifeboat is launching are clear, however, and we are actively exploring alternative but 100% safe methods of achieving the same result.'

### MODERN

Safety, along with speeding up response times, was another reason why it was so important to make sure that boathouses and launching equipment were modern and effi-

cient, added Mr Vernon. Getting a lifeboat to sea, especially in bad weather, was often one of the most difficult moments of a service for crew and launchers alike and in 1991 the Institution had probably accomplished more than ever before in boathouse rebuilding and refurbishment.

The Chairman gave the audience a similar review of the year's finances as he had provided for the governors and summed up by saying:

'The way that you the fundraisers continue to supply the drive

### Awards presented by HM King Constantine at the Royal Festival

### BRONZE MEDALS FOR GALLANTRY

### Former Port St Mary crew member **Rick Tomlinson, Lough Swilly**

On 16 April 1991 photographer Rick Tomlinson was taking publicity shots of the Lough Swilly D class lifeboat from his rigid inflatable when a fishing vessel lost power in severe weather at the entrance to the lough. The Force 7 to 8 winds and 15ft-20ft seas were beyond the operational limits of the D class, which remained in the lee of a headland. Rick Tomlinson and his crew passed a tow to the fishing boat and eased her to safety

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

### Helmsman John Hartland, Withernsea

On 15 May 1991 Withernsea's D class inflatable was launched to the aid of a 24ft yacht in a Force 7 wind and 15ft seas. One of the two men aboard the yacht was complaining of fumes from the engine and was taken off in very rough conditions. The remaining crew had very little sailing experience and a crew member was put aboard to take charge, remained there while the yacht was towed to Grimsby by Humber lifeboat.

A full account of this service appeared in THE LIFEBOAT, Spring 1992 issue.

### Helmsman David Wells, Clacton-on-Sea

Clacton's Atlantic 21 was launched to a grounded yacht on 1 November 1991. The Atlantic put a crew member aboard in breaking seas and towed the casualty off. While returning to station a crew member was washed overboard, and recovered despite the conditions. A full account of this service appears in this issue of THE LIFEBOAT.

**Coxswain Frank Smith, Salcombe** On 8 January 1992 Salcombe's Tyne class lifeboat towed a large coaster clear of a lee shore in winds of up to Force 9, maintaining sufficient sea room so that a tug could take over the tow. A full account of this service appears in this

issue of THE LIFEBOAT.

### Helmsman Peter Hodge Redcar

Redcar's Atlantic 21 lifeboat rescued two walkers and their dog cut off by the tide on 19 January 1992. The lifeboat went into breaking surf before veering down, engulfed by breaking waves. A line was swum ashore and the casualties taken aboard.

A full account of this service appears in this issue of THE LIFEBOAT.

### Coxswain Kieran Cotter Baltimore

Baltimore's Tyne class lifeboat was away from her station for more than 26 hours in winds up to Storm Force 10 on 30 and 31 October 1991, towing a 120ft fishing vessel to safety from a lee shore. Returning to station a crew member was injured and the lifeboat was called to a yacht in difficulties, towing her to safety.

A full account of this service appears in this issue of The LIFEBOAT.

### PRESENTATIONS TO VOLUNTARY WORKERS

### HONORARY LIFE GOVERNOR Mrs J. Rose

Portrush Ladies Lifeboat Guild: Committee Member 1945-1948. Ilford Ladies Lifeboat Guild: Founder and Secretary 1948-1968: Heworth Ladies Lifeboat Guild: Founder and Chairman 1968 to date. Mrs I. M. Allam BEM Financial Weston-super-Mare Branch: Assistant Souvenir

Secretary 1951-1966, Souvenir Secretary 1966 to date. Mr C. A. Baxter

Kilkeel Branch: Honorary Secretary 1957-1988, President 1988 to date. Mr C. J. Morehouse

Southend Station Branch: Executive Branch Member 1948-1961, Chairman 1961 to date.

### BAR TO THE GOLD BADGE

Mrs M. Bibby

Blackburn Branch: Honorary Secretary 1937-1940. Hoylake Guild: Committee Member 1940-1967, President 1967-1977. Liverpool Ladies Lifeboat Guilds: Chairman 1977-1991.

### Mrs J. M. Butterworth

Harrogate Ladies Lifeboat Guild: Honorary Treasurer 1954 to date, Chairman 1971-1974.

### Mrs H. M. Wilson

Central London Committee: Committee Member 1948 to date, Lifeboat Week Organiser 1948-1970.

### Mr T. A. Morris Borth Station Branch: Honorary Sec-

retary 1965-1992.

### Mr F. G. Mongey

Tramore Station Branch: Honorary Secretary/Honorary Treasurer 1964 -1969, Vice Chairman 1969-1971, Honorary Secretary 1971-1984, Deputy Launching Authority 1984 to date.

GOLD BADGE

Mrs M. Robb Arbroath Ladies Lifeboat Guild: Honorary Secretary 1969-1982, President 1982-1991. Mrs M. Christian New Mills Branch: Honorary Secretary 1966 to date.

Mrs G. L. Dawson Ulverston Branch: Honorary Secre-

tary 1963 to date.

Mrs N. Smith Hepworth and Scholes Ladies Life-

### boat Guild: Honorary Secretary 1960 -1991. Mrs M. Thornton

Knaresborough Ladies Lifeboat Guild: Honorary Treasurer 1969-1974, Chairman 1975 to date. Mr F. Cockcroft

Redcar Station Branch: Honorary Secretary 1964-1981. Saltburn-bythe-Sea Guild: Committee Member 1981-1983. President 1983 to date.

### Miss A. Hughes Pontypool Branch: Chairman 1963-

1982, President 1982 to date, Chairman 1988 to date.

### Mrs A. Johnson

Ashbourne Branch: Honorary Secretary 1966-1985, Committee Member 1985-1987, Chairman 1987 to date.

### Mr J. Anderson

Fishponds Branch: Chairman 196-1973, President 1973-1988, Chairman 1988 to date

### Mrs M. Wickham

Totton Branch: Flag Day President 1950-1974, Flag Week Organiser 1974 to date, Vice Chairman 1979-1983, Chairman 1983-1987, Vice Chairman 1987 to date.

### Mrs E. C. Blundell

Margate Ladies Lifeboat Guild: Guild Member 1963 to date,

Committee Member 1964 to date, Vice Chairman 1966-1968, Chairman 1968-1970, Vice President 1970 -1972, Honorary Secretary 1972-1973, Vice Chairman 1978-1980, Chairman 1980-1982, Honorary Secretary 1987 to date, Vice Chairman 1991 to date.

### Mrs P. E. Eldridge

Eltham Ladies Lifeboat Guild: Guild Member 1958-1979, Committee Member 1963-1979, Honorary Secretary/Honorary Treasurer 1978-1979. Margate Ladies Lifeboat Guild: Committee Member 1980 to date. Box Secretary 1980 to date, Vice behind our mission even in the worst possible economic climate brings to mind the lifeboat in Sir Winston Churchill's famous 1924 speech: 'Great waves may thunder on the shore, winds may drive and beat with their utmost fury, the boat goes out, thrusts its way ahead to the wreck, it is twisted and turned by the convulsions of the sea, it is swamped with water, it is driven back, again and again it returns, it pursues and perseveres on its mission ... to those who are in peril ...

'Ladies and gentlemen, we are all part of the crew of that lifeboat, its mission has been accomplished for another year and in the words of every lifeboat service report, I trust that you will now return to station, reinvigorated and ready again for service during the next twelve months.

The Chairman then formally introduced HM King Constantine, adding that his distin-

guished career as an international yachtsman would no doubt provide a perspective on the RNLI about which those present would be anxious to hear.

### THE PRESENTATIONS

Thanking the Chairman for his kind words of introduction His Majesty remarked on his privilege at being invited to present the awards.

The RNLI represents to perfection the great seafaring tradition that exists in Britain and Ireland, added the King. No country

### Hall on 19 May 1992

Chairman 1980-1982, Chairman 1982 -1984, Souvenir Secretary 1986 to date, Vice Chairman 1989-1991, Chairman 1991 to date. Mrs H. Russell Pyrford Branch: Honorary Secretary 1962 to date. Cllr L. Kenny Kensington Branch: Chairman 1964 to date. Mrs M. Wheatley Surbiton Branch: Honorary Secretary, 1968 to date. Mr D. Raven West Wickham Branch: Lifeboat Week Organiser 1965-1969, Honorary Secretary 1969 to date. Col M. C. Perceval-Price Saintfield Branch: Chairman 1957-1988, Honorary Secretary 1988 to date. Mrs J. McCormick Greencastle/Moville Branch: Honorary Secretary: 1966-1991. Mr F. O. Morgan Howth Branch: Branch Member 1966 to date, Administration Officer 1976 -1984. Mrs V. A. Glanville Schull Branch: Honorary Secretary 1967 to date. Captain B. Atkinson Aberdeen Station Branch: Honorary Secretary 1970-1989, Chairman 1990 to date. Mr E. M. Schweitzer Atlantic College Station Branch: Committee Member 1964 to date, Honorary Treasurer 1972 to date, Deputy Launching Authority 1976 to date Mr F. M. Hardman Fleetwood Station Branch: Committee Member 1960-1970, Chairman 1970 to date, Administration Officer 1984 to date. Lt Cdr D. Geldart VRD Hoylake Station Branch: Committee Member 1961 to date, Honorary Sec-

retary 1961-1968, Deputy Launching Authority 1971-1979, Honorary Secretary 1980-1984, Deputy Launching Authority 1984-1991. Lt Cdr E. Yates, VRD, RNR Llandudno Station Branch: Assistant Honorary Secretary 1963-1970, Deputy Launching Authority 1970-

1977, Honorary Secretary 1977 to date. Mr W. E. Hay

Bangor Station Branch: Honorary Secretary 1965-1973, Honorary Treasurer 1974 to date. Dr T. E. Scully

Clogher Head Station Branch: Honorary Medical Adviser 1964 to date. Mr J. W. D. Taylor

Banbridge Branch: Honorary Treasurer 1966-1976, Portrush Station Branch: Honorary Treasurer 1976 to date.

The following recipients were unable to attend the ceremony and their awards are being made locally. HONORARY LIFE GOVERNOR Mrs H. Booker Central London Committee: Committee Member 1948-1991. BAR TO THE GOLD BADGE Mrs P. Reidford Hawarden Branch: Committee Member 1933 to date, Honorary Sec-retary 1937-1939, President 1980 to

date GOLD BADGE

Mrs M. Horspool

Holyhead and District Ladies Lifeboat Guild: Committee Member 1952 -1953, Honorary Secretary 1953-1955, Chairman 1955-1972, Vice President 1970 to date

Cllr Mrs D. Walton, JP Eckington Branch: Founder and Chairman 1966 to date. Mr D. R. Browne

Newcastle Station Branch: Honorary Treasurer 1960-1991.



Robin Aisher, a member of the Institution's Committee of Management, proposed the vote of thanks to King Constantine. As a fellow yachtsman his amusing address drew on their shared experiences afloat.

or organisation had a monopoly on courage or life-saving, but the way in which the RNLI harnessed the nation's support for a lifeboat crew to help their fellow seafarers is unique.

He went on:

'As a yachtsman I know only too well how much money and time it takes to keep just one boat ready to go to sea, let alone the 268 you maintain at station prepared for all seasons and all weather conditions. I am also fully aware of the efficient seamanlike qualities of their crews and the invaluable service they provide... It is only when you learn in stark detail about the acts of supreme courage and determination performed by the medallists that you begin to understand what moves you all to give your lifeboat crews the boats and equipment they deserve.

His Majesty also made reference to the tolerance and courage of the families of those who put to sea to save life. Quoting Milton in saying 'They also serve who only stand and wait,' he added, the medals are for them as well, surely?

### **INTERNATIONAL AFFAIRS**

Before rounding off a well-received speech and moving on to the presentation of awards the King moved on to the Institution's role in international affairs. In providing the permanent secretariat for the International Lifeboat Federation the Institution played a crucial part in promoting sea rescue throughout the world, he said. Lifeboat technology and rescue techniques are freely shared and many countries, both large and small, have benefited as a result.

'I only hope that the influence of the RNLI continues to spread in this rapidly changing world and that the noble cause of saving life at sea extends wherever seafarers are at risk.

With renewed thanks for his invitation His Majesty moved the traditional concluding resolution:

'That this meeting, fully recognising the important services of the Royal National Lifeboat Institution in its national work of lifesaving, desires to record its hearty appreciation of the gallantry of the coxswains and crews of the Institution's lifeboats, and its deep obligation to the local committees, honorary secretaries and honorary treasurers of all station branches; to all other voluntary committees and supporters and to the honorary officers and thousands of voluntary members of the financial branches and the ladies lifeboat guilds in the work of raising funds to maintain the service'.

The presentation of awards to voluntary workers then followed, five honorary life governorships, six Bars to the Gold Badge and 31 Gold Badges having been awarded since the last Annual Presentation of Awards. All but five of the awardees were able to be present in person to receive their honour.

Moving on to the Awards for Gallantry His Majesty then presented five lifeboatmen and one ex-lifeboatman with their Bronze Medals which had been awarded since the last meeting. Full details of the awardees are given elsewhere on this page.

### THANKS

To conclude the meeting Robin Aisher, a member of the RNLI's Committee of Management, proposed a vote of thanks to HM King Constantine in an amusing speech which drew on their shared yachting experience over very many years.

### $\pounds \, \pounds \, \pounds \, \texttt{THE} \, \mathsf{FUNDRAISERS} \, \pounds \, \pounds \, \pounds$

### Some ways of filling the coffers...

### Flags out for the lifeboats

From Pinner to Plumstead, Romford to Richmond, Potters Bar to Petts Wood, members of almost 100 London branches were knocking on doors between 9 and 16 March during the RNLI's London lifeboat week.

London lifeboat flag day on 17 March saw collectors - among them broadcaster Brian Johnston - out on the streets, shopping malls and all the major London stations with their collecting boxes.

Clad in yellow oilskins and sou'westers the fundraisers collected £280,418.42.

Below: A rail traveller reaches for his wallet urged on by Brian Johnston, the broadcaster, who was collecting for the RNLI at Paddington station. *Photo The Times* 

### Sound swimming

Last September two sub-aqua divers, Brian Barrell and Steve Dover, donned swimming caps and goggles to swim across Plymouth Sound from Picklecombe Point to Fort Bovisand, a distance of just over two miles. The event was staged to raise money for water-related charities.

The swim was dreamt up by Brian and Tony Pallet when Brian decided he wanted to swim across Plymouth Sound just for the fun of it! Tony backed the challenge by personally offering a £100 bet, to go to charity if the swim was completed.

On hearing the news, Steve - as always concerned for the safety of his



### To boldly go...

A new branch has recently been formed in Hartlepool, Cleveland.

Forty-one people were recruited to form a committee and supporters group. But then the problem arose to find a name to differentiate the new branch from the Hartlepool station branch.

Hartlepool's lifeboat *The Scout* is affectionately known locally as *The Star Ship Enterprise*, as the local honorary secretary is Captain Kirk. Not only that but one of the deputy launching authorities is Mr Scott and it is also rumoured that one of the crew has strange ears!

And so 'Hartlepool Enterprise' branch will now boldly go where no man has gone before and is on a steady course for fundraising.

### **Trivial pursuit**

Having twice donated £250 to the Penarth lifeboat station, the patrons of the Swan Inn, Taffs Well excelled themselves third time round by raising the terrific sum of £1,000.

This amount was raised by playing Trivial Pursuit - no trivial pursuit in this instance!

### Board sailors' gift

A cheque for £1,689.75 was presented by Chris Noy, chairman of the Board Sailing Association to Paton Carr and Jean Beecroft, chairman and secretary of the Southport branch.

This welcome gift, the latest of a number of large donations, was raised by members of the BSA competing in the Falcon Sailing 12-hour marathon. intrepid diving buddy - decided to take up the challenge too and Nikki Keenan volunteered to collect the money. The event was born...

Members of Thornton Heath BSAC No 210 closely monitored the swim and provided the necessary moral support as well as boat cover with permission of the Royal Navy harbour master for Plymouth.

Local radio and newspaper coverage contributed to the success of the event, which raised over £2,000 for the RNLI, the National Association of Swimming Clubs for the Handicapped, and the Diving Diseases Research Centre.

### Any offers?

For 18 months the Sandown branch ran a Nearly New shop in premises kindly lent to them by the directors of Moss Motors. Committee member Mrs Waterhouse and her helpers worked hard to raise £6,800 from the venture.

Unfortunately, Moss Motors now requires its premises back and the branch is busy looking for a suitable alternative so the volunteers may keep up the good work! Any offers?

### In brief...In brief...In brief...

COVENTRY ladies guild held an auction in March at Quicks' Parkside Car Showrooms and raised £1,785. The venue was donated free by Quicks, as were the services of the auctioneer Mr Harvey Williams.

LOCALS and regulars at the Black Horse public house in Tunbridge Wells have been busy raising money for the lifeboat service. At a special presentation evening Mr D Higgins, district manager of Shepard Neame Brewers, handed over a cheque for £1,270.79 to Mrs Kathy Hubbard, area organiser for the south east. The evening was rounded off by a buffet provided by the pub manager.

SPENBOROUGH ladies guild held their 23rd cheese and wine party in January. Music was provided by a steel band and, once again, the occasion proved to be very enjoyable, resulting in a splendid £673 being raised. Over the years Spenborough's cheese and wine parties have raised approximately £10,000 for the RNLI.

### $\pounds \, \pounds \, \pounds \, \texttt{THE} \, \mathsf{FUNDRAISERS} \, \pounds \, \pounds \, \pounds$



### Kiddie ride for Skegness

Pictured above is the latest addition to the lifeboat fleet at Skegness - a 'kiddie ride' boat in full RNLI livery.

The boat has been donated by R.G. Mitchell of Skegness, with a free refit every year. All proceeds from the rides go to Skegness branch funds.

The photograph shows the tractor driver Andy Wright (left) and Crew Member Richard Foye (second left) with two employees of R.G. Mitchell who helped work on the machine.

Apprentice Coxswain Stephen, the son of lifeboatman Ian Johnson, is seated in the lifeboat.

Behind are the station's Mersey class *Lincolnshire Poacher* and the D class *Michel Philippe Wolvers*.

### Finally hanging up her box

Mrs Winnie Sowden of the Hedge End ladies guild has finally decided, at the age of 93, that the time has come to take a back seat in that area's fundraising activities.

Thirty-five years ago - at an age when many people are thinking of retiring - Mrs Sowden set about the

task of forming Hedge End's own fundraising guild. She has been the chairman ever since.

During this time, as other committee members came and went, she arranged countless coffee mornings, jumble sales and all manner of events, as a result of which many thousands of pounds were raised.

Now she's taking a less active role, Mrs Sowden is handing over the chair. But she's not going to give up all links with the lifeboats just yet - she has just been appointed guild president!

### Fighting the elements

Nine years ago, members of Mablethorpeguild began selling souvenirs on the sea front using an old trestle table covered with a curtain and a big plastic sheet.

Despite the gale force winds which threatened to blow stall, souvenirs *and* members into the sea, and despite the heat of the sun which often resulted in burning balding heads, the members survived.

Now, two rather old caravans and one temporary shop later, the guild is proud to announce it has its very own shop attached to the lifeboat station.

Opened officially by the Mayor of Mablethorpe in July 1991, the bright and cheerful new shop has attracted many visitors and has helped to raise nearly £20,000 during its first year.

### Soroptimists' choice

Newbury Soroptimist Club nominated the RNLI as its chosen charity for 1991-92. Fundraising events organised by the club over the year have raised a grand total of £2,350.

At a luncheon in March, club president Mrs Fawcett presented the cheque to David Mitchell, chairman of the Newbury RNLI branch.

After thanking the Soroptimists for such an excellent effort, Mr Mitchell gave a short talk and slide presentation on the work of the Institution and the activities of the Newbury branch.

### Police raise £250,000

Crimewatch presenter Sue Cook has presented RNLI Director Brian Miles with a cheque for £250,000, the total so far collected from the Police Lifeboat Appeal, which was launched in September 1990 to raise money for a Mersey class lifeboat.

The money, raised by police forces throughout Britain, was presented at a special reception to mark the attainment of the appeal target at New Scotland Yard on 23 April. Representatives from all participating constabularies were there, together with Metropolitan police commissioner Sir Peter Imbert and chairman of the Police Appeal steering committee and chief constable of Grampian Police, Dr Ian Oliver.

The lifeboat funded from the Police Appeal's unusual variety of fundraising ideas is expected to enter service this winter. But the case isn't completely closed yet - still more Police Appeal events are expected to take place in the coming months!



as Dr Ian Oliver, chief constable of Grampian Police and chairman of the Police Appeal steering committee, with Crimewatch presenter Sue Cook, hands over the Police Appeal cheque to RNLI Director Lt Cmdr Brian Miles. Photo Ulrike Preuss

Right: Smiles all round



Left: With the compliments of the Royal Ulster Constabulary...

Detective superintendent Roy Cairns (left) and sergeant Jack Adair (right) hand over the RUC's contribution of £68,009.99 to the national Police Appeal.

There to receive the cheque on behalf of the RNLI were Graham McConnell (second left), coxswain of Donaghadee lifeboat and Mervyn McKinney (second right), a crew member at Bangor lifeboat station.

### £££THE FUNDRAISERS£££

### From pennies to pounds

At first appearances, there would seem to be little in common between swinging a golf club and manning a lifeboat - but the affinity is very strong when it comes to the ladies of Ashford Manor golf club and their friends.

Their fundraising activities had humble origins as the ladies began collecting 1p pieces, putting them into a Smartie tube which holds nearly £1 when full.

But from these small beginnings the collection escalated and the number of dedicated collectors has grown - and is growing still.

Since the start of the club, which has a particular interest in Littlehampton lifeboat station, a total of £506.61 has been sent to the RNLI from the ladies of Ashford Manor golf club.

### How's your Japanese?

When the Maldon and District branch held their supper and film show evening at the Maldon Little Ship Club it was decided to add a little sparkle to the raffle.

A young Japanese visitor, Yoko Kikitu, agreed to assist branch vice-

### In brief...In brief...In brief..

AN ANTIQUES roadshow recently held by Backwell and Flax Bourton branch has resulted in a contribution of £775 to lifeboat funds. The roadshow was held at a member's house and provided the opportunity for guests to gain expert advice on their precious heirlooms. Valuations were provided free by three experts from Tavener's of Bristol.

A CHRISTMAS draw and savoury morning held last November raised over £2,230 for Driffield ladies guild. Held in the lovely home of Mr and Mrs Beard at Garton, with a draw for 88 superb prizes (all donated), the event was extremely well supported. STEVENAGE and District branch has received a generous donation from the family of a local Stevenage man following his death earlier in the year. Mr William Drewe was born 83 years ago in Devon and throughout his life maintained strong connections with the sea and with the RNLI. On his death his son Gregory requested that, instead of flowers for the funeral, those attending donate a contribution to the RNLI. A sum of £200.60 was collected and donated to the branch.



chairman Warren Panther in calling out the winning numbers - but the ingenious plan was to call them out in Japanese! Anyone requiring a translation was required to kindly make a donation to the RNLI.

Judging by the result - the total raised that evening was £538 - a few of the Maldon members obviously need to brush up on the language!

### Silver celebration

In February of this year, Captain and Mrs Cosgrove of Thornton Cleveleys in Lancashire celebrated their silver wedding.

To celebrate the happy event, they invited friends to a party. Guests were asked not to bring a present but rather to give a donation to the RNLI. The evening raised the incredible sum of £696.68.

Captain Cosgrove is the captain of an oil tanker plying between North Sea oil rigs and Aberdeen, so he knows the Institution's work well. And as a present to themselves, the couple enrolled as Shoreline members. Would you serve these people? That was the question facing the landlords of 22 Isle of Wight pubs recently when regulars of the Commercial Inn decided to raise money for charity.

Photo Isle of Wight County Press Ltd

### **Crawling for charity**

The landlord and regulars of a Sandown pub had their drinking arms at the ready when they took part in a sponsored pub crawl round all 22 Gales pubs on the Isle of Wight to raise money for the RNLI.

Dressed in weird and wonderful costumes, the group from the Commercial Inn descended on pubs between Sandown and Freshwater, collecting money on the way.

Having visited all the allotted watering holes, the crew were welcomed back to base by landlord David Short, who arranged musical entertainment especially.

About £800 was raised on the day and a raffle raised the total to  $\pounds$ 1,000.

The money will go towards equipment for the new Mersey class lifeboat *Bingo Lifeline* which is to be named at the Inshore Lifeboat Centre, Cowes on Friday 31 July.

### Any questions?

Duffield branch had the distinction of hosting BBC Radio 4's 'Any Questions' programme on 10 April.

The venue was Ecclesbourne School, Duffield and the panel consisted of Baroness Blackstone, Sir Norman Fowler, Tony Benn MP and Des Wilson.

With Jonathan Dimbleby as question master, the evening proved all the more interesting because it was the first 'Any Questions' after the general election – a fact much appreciated by Mrs Rita South, Duffield's honorary secretary. It was she who had applied for the branch to host the programme back in the autumn of 1991.

Although unable to charge for admittance to the broadcast, the branch sold tickets for a finger buffet at which the audience were invited to meet the panel and question master. The total amount raised at the end of an interesting evening was approximately £2,300.

### £££THE FUNDRAISERS £££

### Sandy snip

Peter Scott, chairman of the Hull branch, received an unexpected donation for branch funds when he was handed a cheque for £360 by Herbert Leaming.

Mr Learning had raised the money by having a sponsored haircut on an oil installation in the Libyan desert.

Thirty-six of his colleagues had chipped in £10 apiece.

### Last place in the lifeboat

Who gets the last place in the lifeboat? In a very lively debate amongst members from several European countries, it was decided that the honour should go to Father Christmas!

This fun exercise in the art of debating took place at a European Conference in Holland with members of the world-wide organisation International Training in Communications.

Seven members represented famous people and gave reasons why they should be allocated the last place. Marco Polo lost out in the semi final and even Mrs Thatcher was not considered a match for Father Christmas.

The theme of the conference covered much of the work of the RNLI helped by literature provided by Miss Illingworth of Torquay branch. A collection was taken, in many currencies, and is still being counted!

### Getting into the swim

The Royal Lifesaving Society last year organised 'Swimsafe '91', in which swimmers of all ages took to their pools to swim a total of 7,000 miles the same distance as round the whole of the United Kingdom!

The money raised by the swimmers was divided equally between the RNLI and the RLSS, the lifeboats and the lifeguards. And on 8 April 1992, a cheque for £20,000 was presented to the RNLI by Celia Godsell, director of the RLSS.

But that's not the end of the story - as last year's effort went so swimmingly, the RNLI and the RLSS are planning another swim, this time of 8,500 miles - that's all the way from the UK to Los Angeles!

### Pub quiz champions

The four top scoring teams from over 150 battled it out in the finale to the Martell RNLI Pub Quiz League in Liverpool on 3 April.

The champion of champions title finally went to the Iron Horse team of Swindon, who just snatched the prize of a gallon of cognac and a day's racing VIP-style from Kent's The Brasenose Lions.

The league, now in its second year, has raised over £10,000 for the RNLI as part of Martell's Launch a Lifeboat campaign.

### Raising funds - and the roof!

A joint police choirs and band concert raised the roof at the City Half in Hull last November to raise money for the national Police Appeal.

The police choirs of North Humberside, Scunthorpe, Durham, Derbyshire, Nottinghamshire and South Yorkshire, a total of 150 male voices, together with the Humberside police concert band, participated in the concert which was hosted by Steve Massam of BBC Radio Humberside. The concert raised £1,573.

### New Year celebrations

The Harwich lifeboat station benefited from the Chinese New Year on 4 February. A local Chinese restauranteur, Mr Wing, charted the DFDS ferry Dana Anglia to celebrate the Year of the Monkey with 250 invited guests.

During the evening Dave Gilders, coxswain of the Harwich lifeboat, was

> presented with £1,000, the proceeds of the raffle.



### Ho, ho, ho...

...and a bottle of rum! Tom Greer of Watson's Rum presents £1,500 to area organiser Colin Lawson in the presence of the Anstruther crew in April. The money was collected from rum bottles strategically placed in pubs from Aberdeen to Anstruther!

Photo Randolph Caughie

### In brief...In brief...In brief..

THE ANNUAL sponsored walk organised by Portsmouth South branch at Southsea in May raised more than £700 for the lifeboats.

BOYS AT Downside pre-preparatory school in Purley raised over £200 during lifeboat week. The week started off with a lifeboat-theme assembly followed by the 'shop' on three afternoons after school. The boys undertook many projects during the week with handwork and painting displays. They also made boats and had a knockout sailing competition, with gold, silver and bronze awards.

A SUCCESSFUL concert was organised by Minehead ladies guild in April. Despite the fact the venue had to be changed at a late date because of security risks, a large audience came to enjoy the concert given by the Western Band of the Royal Air Force. The RAF Benevolent Fund and the RNLI shared the proceeds of £760.

ANOTHER capacity audience gathered to hear a concert by the Hayling Island choir and the Victory brass band of Southsea, swelling the coffers of Hayling Island fundraising branch by £705. Among the guests were the Mayor and Mayoress of Havant and Mrs Wendy Nelson, southern regional organiser. The choir, who gave its services free, sang a programme with a distinct nautical flavour - the band were not to be outdone and soon had the audience singing and waving their arms in the best oompah style.

A BURNS supper presented by Jimmy Logan and friends raised more than £1,000 towards Tobermory branch's Bobby MacLeod Building Appeal. The total now stands at £30,000.

### The lions' share

Members from the Lions Club of Ile d'Oleron (the largest island off the west coast of France) were recent guests of the Howth/Sutton (Dublin) Lions Club.

For many years the Howth/ Sutton club have held oyster nights in Howth yacht club to raise muchneeded funds. Part of the proceeds are donated to the yacht club for presentation to the RNLI.

During the French Lions visit, a cheque for £2,000 was presented by the Howth/Sutton club to the RNLI at a ceremony held in the yacht club.

Members of the Ile d'Oleron club added a further £300, the result of a spontaneous collection among themselves after they had heard of the work of lifeboat service.

The Fundraisers The final date for copy to appear in this section of the Autumn 1992 issue of THE LIFEBOAT is 5 August 1992

## People and Places

### around and about the RNLI

### Crafty Draw

Members of the Craft Club drew the winning tickets of the RNLI's 57th National Lottery at Headquarters on 30 April.

The Club ('Can't Remember A Flipping Thing') was founded by Jim Marsham and Colonel Tom McMillan at Rye Golf Club in 1991 with the aim of raising funds for three charities, including the RNLI. So far the club has given over £2,500 to the Institution.

Over £2.9 million has been raised during the 14 years the lotteries have been held. Prize winners of the 57th lottery are: £2,000: D. Atkinson, Aberdeen. £1,000: Mrs E.M. Ashton, Cottingham, North Humber-side. £750 Miss P.A. Missin, Northampton. £500 N.C. Wooden, Huntingdon. £250 A. Perrin, Southall, Middx. £100: Mrs B.E. Johnson, Malvern, Worcs; P. Lindberg, Wellington, Somerset; Mrs P. Reader, Edenbridge, Kent; Mrs E. Ryan, Rochester, Kent; E. Rowley, East Grinstead, West Sussex; Mrs F. Bayliss, Solihull, West Midlands; Mrs S.W. Marshall, Ruislip, Middx; Mr & Mrs F.G. Parson, Southend-on-Sea, Essex; Mrs D. Rogers, Walsall, Staffs; Mrs M. Goulbourn, St Leonards-on-Sea, Sussex. £50: H. Friedman, Worthing, West Sussex; A. Howe, Ilford, Essex; Dr J.H. Easton, Milton Keynes, Bucks; Mrs R. Webb, Hove, Sussex; R.M. Prangnell, Addlestone, Surrey; H. Morris, Blackpool, Lancs; A. Burgess, Bristol, Avon; B. Thornton, Cheltenham, Glos; Mrs B.L. Webster, Ruddington, Nottingham; D.M. Pole, Swansea, Glamorgan.

Right: the RNLI's Anthony Oliver helps Mrs Peggy Heriot of the Craft Club draw the winning tickets.



### Keys to the door

Lottery winners Mr and Mrs Dilley of Redditch were presented with the keys to their new Volvo 440 Li, first prize in the 56th National Lottery, at the Boat and Caravan Show, Birmingham on 14 February.

The Dilleys (above right) received their prize from Julia Spray (left) of Volvo Concessionaires and the RNLI's Anthony Oliver. The 'Building Together' campaign, set up by the RNLI and Volvo in 1990, has now raised over £800,000.



### Obituaries

### With deep regret we record the following deaths:

**DECEMBER 1991** 

Miss G. MacDonald, founder of the Peebles branch in 1949. She was branch vice president from 1970 until a few weeks before her death when she became branch honorary life president. She was awarded a Gold badge in 1980.

**JANUARY 1992** 

James Macgill, chairman and deputy launching authority of the Arran (Lamlash) lifeboat station. Mr Macgill was chairman of the branch from 1976 and deputy launching authority from 1974 until his death. He was presented with a statuette in 1986.

Mrs Myrtle Atterton, membership secretary and founder member of Broadstone branch since 1980. She received a Silver badge in 1990 and was the wife of John Atterton, former RNLI deputy Director.

### FEBRUARY 1992

Gerald Fitzgibbon, chairman of Howth station branch from 1958 to 1979. Having joined the committee in 1945 he was elected honorary secretary of the station in 1946 and served in this capacity until his appointment as chairman. He was presented with binoculars in 1958.

### **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.

THE LIFEBOAT. Unfortunately, the decision is neces-sary 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 appro-priate regional office, which will forward the information to the Editor.

### On Station

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

Rhyl - Rother 37-30 (ON 1022) Harold Salvesen on 3 April 1992 as temporary station duty lifeboat. New Quay - Mersey 12-15 (ON 1172) Frank & Lena Clifford of Stourbridge on 8 April 1992. INSHORE

Sheringham - B536 Atlantic 21 on 18 April 1992 (replaces all-weather lifeboat).

### 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: Aith - Crew Member J.P. Nicolson Arbroath - Coxswain B. Bruce Bangor - Crew Member A. Browne

Bembridge - Second Coxswain M.J. Woodward, Assistant Second Coxswain C.D. Smith

Cromer - Crew Member E.R. West Flamborough - Coxswain/Mechanic L. Robson, Assistant Mechanic R. Sunley, Crew Member

M.S. Traves Horton & Port Eynon - Crew

Member R.C.W. Grove

Hoylake - Crew Member K.R. Millet Largs - Crew Member R. Copeland Lytham St. Annes - Assistant Me-

chanic P. Whalley Mallaig - Crew Member P. Morison

Minehead - Crew Member B.C. Cockrem Pwllheli - Second Coxswain R.J. Wright Queensferry - Crew Member M.G. McDowall

Ramsey - Coxswain J. Kinnin Sennen Cove - Assistant Mechanic C. Angove

Southwold - Crew Member M.R. Helmer, Shore Helper D. Kennard St Marys - Crew Member D. Woodcock St. Agnes - Crew Member J.H. Stephens Stornoway - Crew Member J.J. MacLenan

Swanage - Coxswain T.C. Haw Torbay - Crew Member J.E. Ashford Tramore - Crew Members Derek Musgrave, Damien Musgrave, F.J. Nolan Walmer - Crew Member P. Hardman West Kirby - Crew Member R. Farnworth West Mersea - Crew Member J. Frost Wicklow - Crew Member C. Dunne

## Statistically speaking...

The RNLI exists for one simple reason – to save lives at sea. In the pursuit of that seemingly simple goal it has made great strides in improving its lifeboats, training its crews, providing more so-phisticated communications and modernising its shore facilities and back-up services to improve further the service which it provides.

The RNLI has never been slow to adapt to the changing pattern of casualties, and regular reviews analyse its lifeboat coverage and look into the future for possible changes.

Continually looking ahead, the RNLI's next logical step was to look beyond the lives it already saves, and to identify the areas where lives are still being lost. It was this line of thought which led the Institution to commission a study by Marplan during 1991 into the number of deaths by drowning off the coasts of the UK and Ireland.

There are no centralised statistics for water-related deaths, and the records of the three main organisations involved – the RNLI, HM Coastguard and the Royal Life Saving Society (RLSS) – overlap to some degree.

In general there was a close correlation between RNLI and HMCG records enabling a reasonably accurate picture of deaths still occurring in waters covered by the Institution to be built up.

Marplan were able to establish that over the last ten years an average of 160 people per year lost their lives in coastal water-related deaths, and that commercial fishing vessels accounted for 20% of those deaths. Interestingly the number of deaths related to powered pleasure craft accounted for a further 12%, compared with 5% for sailing pleasure craft – despite the fact that the RNLI launches more often to sailing vessels and saves more lives from them.

The results persuaded the RNLI that there was a need to monitor waterrelated deaths in more detail to examine the causes and perhaps explore ways of reducing them.

The bare statistics of deaths at sea are the tip of the iceberg of emergencies. Analysing those deaths, it was reasoned, would provide an important insight into the causes of accidents at sea, highlighting danger areas and perhaps providing some clues for preventative measures.

As a result the statistics already held on the RNLI computer database were re-analysed to see if they could provide any clues. Lifeboat launches where deaths were involved were analysed by the type of casualty, the cause of the services, the wind strength and by the number of deaths related to those launches.

Work is continuing on this mammoth task, but the results of the categories examined so far have thrown up some interesting points, although it is still far too early to draw hard and fast conclusions.

Fishing vessels accounted for 20% of deaths by Marplan's figures, and

The Institution is re-analysing its records to investigate the causes of loss of life at sea. Some interesting facts are emerging.



re-analysing the RNLI's figures for this type of vessel showed a steady growth in the number of launches to fishing vessels in the ten-year period, but the number of lives lost shows no clear correlation.

The loss of life in different weather conditions does follow a pattern – peaking in Force 3 winds. Very strong winds are relatively unusual and most small vessels seek shelter when the weather is very bad. On reflection most fishing could be expected to be carried out in winds under Force 8, where the majority of deaths occur, and it would seem that the hazards of fishing play a greater part in tragedy than stress of weather.

The loss of life in different types of incident is more readily ascertained, with 'capsize' by far the greatest cause. Capsize could imply the complete loss of the vessel, and it is perhaps this which leads to the greatest loss of life. Commercial vessels (excluding fishing vessels) also show some inter-

esting results when re-analysed. The number of launches where deaths have been involved shows a

slight overall rise over the past ten years, but with random peaks. The number of lives lost is equally unpredictable, but a commercial vessel can carry a large crew and one incident resulting could cause a significant peak.

The figures for deaths involving commercial vessels in different weather conditions are also difficult to interpret, being naturally spread except for a significant peak at Force 7. As by far the greatest cause of loss of life in this category is 'man overboard' could this be the point at which falling overboard becomes more likely and recovery more difficult? Further detailed analysis would be needed to explore this hypothesis.

In the powered pleasure craft category there are some interesting trends. A steady increase in lifeboat launches to this type of casualty is to be expected, although they seem to have reached a plateau over the past two years. However, the number of deaths shows no clear pattern.

Weather conditions correlate with what might be expected of vessels not normally at sea in the worst weather, with the majority of launches and lives lost in the middle weather range. The number of incidents peaks at Force 3 and the associated death toll probably reflects the large number of vessels 'at risk'.

A massive peak of lives lost comes at Force 5, encountered fairly frequently during a boating season but in fact quite rough weather for a small boat in the open sea. Again 'capsize' is the greatest single cause of incidents. Further investigation would be needed to seek out any correlation between the weather and the cause of the incident, but with such massive peaks at 'capsize' and Force 5 it seems quite possible that there is a link. Once again conclusions are hard to draw, but perhaps many casualties are not capable of coping with, or well enough prepared for, the stronger wind and seas encountered during a boating season.

Further analysis of the RNLI's valuable, and probably unique, record of casualties at sea will continue, exploring any useful avenues encountered. For, in addition to maintaining a lifeboat fleet capable of coping with today's casualties, the RNLI feels that it may be able to help reduce, and to react even more effectively to, tomorrow's casualties by finding a pattern to the causes of deaths at sea.

It will also ensure that all authorities responsible for safety at sea are kept abreast of its findings.





### Let's campaign to improve safety at sea!

As an RNLI member, I was interested to read the Director's message in the Winter issue of THE LIFEBOAT and the Newspoint on page 147 suggesting that the RNLI is at last looking at ways to reduce emergencies as well as enhancing its excellent rescue services.

I have long felt that the RNLI could save itself money and risks to lifeboat crews with comparatively low cost by campaigning to improve safety at sea. It is appalling that many of the pleasure craft to which the RNLI is called have merely 'run out of fuel', even though they have sails. Many launches of the inshore fleet could likewise be saved if people were less stupid about lilos and so on in offshore winds. Posters, leaflets and newspaper coverage at peak holiday times could all help.

I am sure that safety at sea could be improved if, for example, the RNLI added its respected voice to those who campaigned against the reduction in navigational aids three years ago. We are developing a generation of pleasure boat users who depend entirely on electronic aids to navigation. The RNLI could, I am sure, help the RYA with its schemes for voluntary training in basic seamanship.

I am pleased the RNLI seems to be moving in this direction and urge you to do so with all possible speed.

**Charles Nodder** Sixpenny Handley, Salisbury, Wilts

### Editor's Note:

A more detailed examination of the statistics referred to by Mr Nodder appears in this issue on page 245. The RNLI will always be seeking ways of reducing the number of lives lost at sea.

### Christmas charity

This year, myself and many other members of my section at work got to discussing the waste involved in sending so many Christmas cards.

I work as an accountant in a finance department in Walsall. We have always sent everyone else a card within our section which now numbers about 50 people - that's a lot of cards just to be thrown away after Christmas.

As a member of Shoreline, I decided to take the initiative this year. I sent a large 'lifeboat' Christmas card round, encouraging everyone to sign as a communal greeting and donate money that they would otherwise have spent on cards to charity, whether to the RNLI via myself or to another charity of their own choosing.

I'm pleased to say that more people signed the card than ignored it.

Perhaps this will encourage others to do the same next year.

> **Susan Davis** Walsall West Midlands

On the Letters Page of the Spring issue, under the letter 'Tomorrow's Crew', it was incorrectly stated that Terry Satchell and Rosemary Edwards are crew members of Rye Harbour lifeboat. In fact, they are not enrolled members of the crew.

### **Reading reunion**

Did you serve on the Reading and District branch committee from 1971 onwards?

If so, I would like to hear from you.

The Reading branch celebrates its 21st birthday in December 1992 and we would like to organise a celebration dinner or dinner dance. This will be a happy occasion where old friends and past members will be able to meet up again. Please contact me at the address below if you are interested.

> Colin Thorne Honorary Secretary RNLI Reading branch 89 Fairwater Drive Woodley, Reading Berks RG5 3JQ

### Tales for posterity

I am producing a collection of post-World War II naval anecdotes, with the aim of providing a montage of what the Royal Navy does and how it does it, told by people through their personal experiences.

A further objective is to raise money for the King George's Fund for Sailors through sales proceeds.

I now seek the raw material and am keen for the RNLI - a long, close

### Gold medallion

The photograph below shows a 15-carat gold 'Lifeboat Saturday' medallion of 1895 from Manchester and Salford which was awarded to the 'Whalley Range C.C.' as first



associate of the RN - to be given the chance to support this project.

I am looking for one or two rattling good true yarns which involve both the RN and the RNLI.

They could be sombre or funny but wit and humour would be appreciated. They should be people-oriented whilst avoiding the pitfalls of libel!

The final output should provide a fascinating insight into the maritime community and help those of us in need.

Would contributors from every corner of the RNLI please send me their stories, either complete in 500 words or in note form. All will be acknowledged.

I would be grateful if contributors could assign copyright to the book's editor to support its charitable nature. I would also appreciate contributors stating whether they would wish their names to appear in print or to be identified as that famous writer 'Anon'. Please send your stories by no later than 30 September 1992.

**P. McLaren** Captain, Royal Navy Retd The Blue House, East Marden, Chichester, W. Sussex PO18 9JE

> prize in the cyclists and harriers fancy dress parade.

> Does anyone have any information regarding the 'Whalley Range C.C.'?

**M. Middleton** 11 Maxwell Close, Woodley, Reading, Berkshire RG5 4LS

## LIFEBOAT SERVICES

Aberdeen, Grampian 54ft Arun ON 1050: November 29 and December 23 Aberdovey, Gwynedd Atlantic 21: November 2 Aldeburgh, Suffolk 37ft 6in Rother ON 1068: November 23, December 18 and January 12 Alderney, Channel Islands Relief 44ft Waveney ON 1003: November 1 44ft Waveney ON 1045: February 2 and 29 Arable Newtwoheelerd Amble, Northumberland Relief 44ft Waveney ON 1001: December 2 and 6 **Angle**, Dyfed 47ff Tyne ON 1114: November 10 and Décember 21 Anstruther, Fife 12m Mersey ON 1174: November 1, 3, 7 and January 22 January 22 Appledore, North Devon 47ff Tyne ON 1140: November 17, 23, December 27, February 5 and 23 Atlantic 21: November 1 and 17 Arbroath, Tayside 37ft 6in Rother ON 1054: December 8 Arklow, Co Wicklow 44ft Waveney ON 1029: November 21 and December 15 Arran (Lamlash), Strathclyde C class: February 2 Arranmore, Co Donegal 47ft Tyne ON 1111: November 25, 28, 47ft Tyne ON 1111: November 25, 28, December 6, 7 and February 22 Atlantic College (St Donat's Castle), South Atlantic College (St Donat's Castle), South Glamorgan Atlantic 21: November 10 Ballycotton, Co Cork 52ft Arun ON 1067: January 26 and 30 (twice) Baltimore, Co Cork Relief 47ft Tyne ON 1115: December 5 (twice), 7, January 9 and 13 47ft Tyne ON 1137: Feb 18 and 19 Ballyglass, Co Mayo Relief 52ft Arun ON 1150: January 27 Bangor, Co Down Atlantic 21: November 10 and December 27 Barra Island, Western Isles 52ft Arun ON 1143: November 8, 27, December 1 and January 23 December 1 and January 23 Barrow, Cumbria 47ft Tyne ON 1117: December 21, January 26 and February 16 Barry Dock, South Glamorgan Relief 52ft Arun ON 1071: November 6, December 1, 17, February 1 (twice) and 29 Baumaric Cumpodd December 1, 17, February 1 (twice) and 29 **Beaumaris**, Gwynedd Atlantic 21: December 23 and 29 **Bembridge**, Isle of Wight 47ft Tyne ON 1126: November 10 (twice), 16 (twice), 17, 23 and 25 D class: January 12 **Berwick-upon-Tweed**, Northumberland Atlantic 21: December 19, 22, February 1, 9 and 23 and 23 **Bridlington**, Humberside Relief 12m Mersey ON 1148: November 12, 19, February 22 and 24 **Brighton**, East Sussex Atlantic 21: December 8 and January 5 **Broughty Ferry** (Dundee), Tayside 52ft Arun ON 1056: November 23 D class: November 23 and February 5 **Buckie**, Grampian 52ft Arun ON 1093: November 22 and 27 **Burnham-on-Crouch**, Essex D class: January 4 **Calshot**, Hampshire 33ft Brede ON 1104: December 19, February 2 and 22 and 23 **Campbeltown**, Strathclyde 52ft Arun ON 1059: January 8 **Clacton-on-Sea**, Essex Atlantic 21: November 1, December 1, 4 and January 12 2 and 22

Cleethorpes, Humberside D class: November 24, January 1, 11, 18, 19 and February 28 **Clogher Head**, Co Louth 37ft Oakley ON 978: January 17 Conwy, Gwynedd D class: February 9 and 28 Cromer, Norfolk 47ft Tyne ON 1097: January 12 and February 19 D class: November 10 D class: November 10 Donaghadee, Co Down 52ft Arun ON 1107: December 27 Douglas, Isle of Man 47ft Tyne ON 1147: December 27 Dover, Kent 50ft Thames ON 1031: November 2, 20 (twice), 21, January 27 and 30 Dunbar, Lothian 48ft 6in Solent ON 1020: November 7, January 17 and 24 D class: November 7 Dungeness, Kent 37ft 6in Rother ON 1048: Nov. 23 and January 8 January 8 **Dun Laoghaire**, Co Dublin 44ft *Waveney ON* 1036: November 15, 21, 22 and February 9 and February 9 D class: November 28, February 2 and 8 Dunmore East, Co Waterford 44fi Waveney ON 1035: November 6, 19, December 27 and 28 Eastbourne, East Sussex 37ft 6in Rother ON 1055: November 4, 26, December 8, January 22, February 6 and 27 D class: November 10, December 8, January 11, 22, 23, February 5, 6 and 17 Exmouth, South Devon 33ft Brede ON 1088: January 26 Evemouth, Borders Evemouth, Borders 44ft Waveney ON 1026: November 5 and February 12 Relief 44ft Waveney ON 1034: November 14, Relief 44ft Waveney ON 1034: November 14, 26 and January 26 Falmouth, Cornwall 52ft Arun ON 1058: November 16 and Feb 8 Atlantic 21: January 5 and February 8 Filey, North Yorkshire 12m Mersey ON 1170: November 10, 24, December 7, 15, 27, January 7 and February 15 Fishguard, Dyfed 52ft Arun ON 1076: December 7 and January 17 Flamborough. Humberside Flamborough, Humberside 37ft Oakley ON 972: February 16 Fleetwood, Lancashire 47ft Tyne ON 1156: November 7, December 4, 20, January 17, 26, 28, February 20 and 25 D class: December 4, 28 and January 17 Flint, Clwyd D class: November 20, 27, December 2, 10 *D class:* November 20, 27, December 3, 10, 17, 19, January 23, February 19 and 22 (three times) Fowey, Cornwall 44ft Waveney ON 1028: November 6, 25 (twice), January 15 and 31 Fraserburgh, Grampian 47ft Tyne ON 1109: November 21, 25, February 2 and 10 Galway Bay, Co Galway 52ft Arun ON 1118: November 21, 22, December 24, 28, January 12, February 1 and 7 Girvan, Strathclyde 33ft Brede ON 1105: November 8 Great Yarmouth and Gorleston, Norfolk Relief 44ft Waveney ON 1002: November 3, 16 (twice), 19 and January 26 44ft Waveney ON 1065: February 24 Atlantic 21: November 19, December 15 and January 27 Hartlenool Cleveland cember 24, 28, January 12, February 1 and 7 Hartlepool, Cleveland 44ft Waveney ON 1044: November 4, 11, December 27, February 10 and 17 Atlantic 21: November 1, 25, January 6 and February 9

Harwich, Essex 44ft Waveney ON 1060: November 24, December 14 (twice), 20 and January 11 Atlantic 21: November 4, 17, 24, December 14, 20, 23, 27, January 9, 11 and February 12 14, 20, 23, 27, January 9, 11 and February 12 Hastings, East Sussex 12m Mersey ON 1125: November 12, December 31 and February 27 D class: January 11, 12, February 1, 3 and 9 Hayling Island, Hampshire Atlantic 21: February 16 Helanchersch, Centhelude Helensburgh, Strathclyde Atlantic 21: November 7, 12 (twice), December 13, January 26 and February 20 Holyhead, Gwynedd 47ft Tyne ON 1095: November 16, 27, 30, December 5, 7, 8 (twice), January 13 and December 5, 7, 8 (twice), January 13 and February 6 **Howth**, Co Dublin 52ft Arun ON 1113: November 21, 22 and 24 **Hoylake**, Merseyside 12m Mersey ON 1163: December 3, 17, 18 and January 28 **Humber**, Humberside 52ft Arun ON 1123: November 6, 18, December 16 January 12 February 7 and 17 52ft Arun ON 1123: November 6, **1**8, December 16, January 12, February 7 and 17 **Hunstanton**, Norfolk Atlantic 21: November 10 **Ilfracombe**, North Devon 12m Mersey ON 1165: November 17, 25, December 28, February 2 and 7 **Invergordon**, Highland 44ft Waveney ON 1033: January 17 and 31 **Islay**, Strathclyde 50ft Thames ON 1032: November 30, December 1, 18 and February 21 Relief 52ft Arun ON 1160: January 1, 8 and 11 **Kilmore Quay**, Co Wexford 37ft Oakley ON 976: January 16 (twice) **Kinghorn**, Fife C class: November 1 *C class:* November 1 *C class:* November 1 *Kirkcudbright,* Dumfries and Galloway *Atlantic 21:* November 16, January 4, February 1 and 5 *Kirkwall,* Orkney 52ft Arun ON 1135: December 9 (twice) Largs, Strathclyde Atlantic 21: November 11, December 11 (twice), Lerwick, Shetland 52ft Arun ON 1057: November 4 (twice), 6 (twice), 7 and November 10 Relief 52ft Arun ON 1062: January 19, 21 and February Little and Broad Haven, Dyfed *D class:* February 9 **The Lizard**, Cornwall 47ft *Tyne ON 1145:* November 28 **Llandudno** (Orme's Head), Gwynedd 12m Mersey ON 1164: November 5, January 5, 29, February 19 and 21 D class: December 8, January 5, 29, 30, February 19 and 26 Lochinver, Highland Relief 52ft Arun ON 1103: December 5 Longhope, Orkney 47ft Tyne ON 1138: December 19 and Jan 19 Lough Swilly (Buncrana), Co Donegal D class: November 3 Lowestoft, Suffolk 47ft Tyne ON 1132: November 10 and 20 4/ft 1yme ON 1132: November 10 and 20 Lyme Regis, Dorset Atlantic 21: November 20 and December 31 Lymington, Hampshire Atlantic 21: November 11, 24, December 4, 14, January 7 and 12 Lytham St Annes, Lancashire D class: December 21, 24 and February 9 Mallaige Highland *D class*: December 21, 24 and Februar **Mallaig**, Highland 52ft Arun ON 1078: November 18, 23, December 7, 30, January 1 and 21 **Margate**, Kent 12m Mersey ON 1177: December 21, February 2 and 4 *D class*: November 24

### NOVEMBER AND DECEMBER 1991, JANUARY AND FEBRUARY 1992

Minehead, Somerset Atlantic 21: November 24 D class: November 24 Montrose, Tayside 47ft Tyne ON 1152: November 5, 30 and Feb. 9 Morecambe, Lancashire D class: November 30 D class: November 30 **Mudeford**, Dorset Atlantic 21: November 2, 4, December 10, 25 (twice), January 25 and 29 **The Mumbles**, West Glamorgan 47ft Tyne ON 1096: November 9, 15, 21 (twice), 24, 25, 26 (twice), December 24, January 4, 10, 20 and February 22 **Newbiggin**, Northumberland Atlantic 21: November 20 **New Brighton**, Merseyside Atlantic 21: December 1, 6, January 5 and 19 **Newcastle**, Co Down 37ft Oakley ON 974: November 11 37ft Oakley ON 974: November 11 Newhaven, East Sussex Relief 52ft Arun ON 1108: November 10 (twice), 19, 22, December 1, 2, 21, 26, 29 and January 19 52ft Arun ON 1106: January 29 and 31 Newquay, Cornwall C class: November 18, 21, December 15, 17 and January 15 North Sunderland, Northumberland 12m Mersey ON 1173: November 6 and 18 **Oban**, Strathclyde Relief 33ft Brede ON 1101: Nov 4, 23 and 30 33ft Brede ON 1102: January 1, Feb 23 and 25 **Padstow**, Cornwall Relief 47<u>ft</u> Tyne ON 1142: December 7 and January 7 47ft Tyne ON 1094: January 19 Penlee, Cornwall 52ft Arun ON 1085: November 18, 20, 24 (twice) and December 27 Relief 52ft Arun ON 1086: February 12 and 16 Relief 52ft Arun ON 1086: February 12 and 16 Peterhead, Grampian 47ft Tyne ON 1127: November 7 Relief 47ft Tyne ON 1133: December 7 and 17 Plymouth, South Devon 52ft Arun ON 1136: November 8, 13, 14, 16, December 16, 17, January 1, 27 and February 16 Pacela Docrat Poole. Dorset 33ft Brede ON 1089: November 27 Boston Whaler: November 3, 17, 20, 27, De-cember 2, 23, February 7, 9, 16 (twice) and 21 **Poole** (crew training) FAB 3 ON 1179: November 12 **Port Erin**, Isle of Man 37ft 6in Rother ON 998: December 8 **Porthcawl**, Mid Glamorgan *Dclass*: November 23, 25, February 9, 15 and 16 Portpatrick, Dumfries and Galloway 47ft Tyne ON 1151: November 8 Portree, Isle of Skye 44ft Waveney ON 1042: February 1 Portrush, Co Antrim 52ft Arun ON 1070: November 15, December 10 and January 26 Portsmouth (Langstone Harbour), Hampshire *D class*: November 3, February 4 and 8 *Atlantic 21*: November 19, December 8 (twice), 15, January 1, 5, 19, February 5 and 17 **Port Talbot**, West Glamorgan *D class*: November 22 and 24 **Pwllheli**, Gwynedd 12m Mersey ON 1168: February 25 **Queensferry**, Lothian Atlantic 21: November 3, 23, December 4, 26, January 19, 23, 25 (twice), February 3, 22, 25 and 26 Ramsey, Isle of Man 12m Mersey ON 1171: December 10, 29, January 29 and February 27 **Aunsgate**, Kent 47ft Tyne ON 1154: November 17, 20, February 9 and 22 (twice) Atlantic 21: November 12 and 18 **Red Bay**, Co Antrim *C class*: December 22, January 19 and Feb 2

Redcar, Cleveland Atlantic 21: November 1 (twice), 17, January 12, 15, 19 and February 2 Rhyl, Clwyd 37ft 6in Rother ON 1000: November 3 and February 20 Rosslare Harbour, Co Wexford 52ft Arun ON 1092: December 11 St Abbs, Borders Atlantic 21: January 21 and February 23 (twice) St Catherine, Channel Islands Atlantic 21: January 15 (twice) and February 22 St Davids, Dyfed 47ft Tyne ON 1139: December 15 **St Helier**, Channel Islands *Relief 47ft Tyne ON 1075*: November 1 (three times) and 4 47ft Tyne ON 1157: December 1 and January 26 St Ives, Cornwall 12m Mersey ON 1167: November 22, 28 and February 25 C class: November 6, January 25 and February 25 St Peter Port, Channel Islands 52ft Arun ON 1025: November 16 (twice) and 27 **Salcombe**, South Devon 47ft Tyne ON 1130: December 2, January 8 and 27 Scarborough, North Yorkshire 12m Mersey ON 1175: November 13, 18 and 24 Selsey, West Sussex 47ft Tyne ON 1074: November 16, 22, December 1 (twice), 8, 11, February 2 and 14 D class: November 14 Sennen Cove, Cornwall 12m Mersey ON 1176: January 3 Sheerness, Kent 44ft Waveney ON 1027: November 17, 19 (twice), 27 (twice), December 5 and February 2 Relief 44ft Waveney 44-001: December 14, January 5, 8 and 12 (twice) D class: November 17, December 8, 14, 30, January 2, 5 (twice), 19 and February 15 January 2, 5 (WiCe), 19 and February 15 **Sheringham**, Norfolk 37ft Oakley ON 986: February 15 **Shoreham Harbour**, West Sussex 47ft Tyne ON 1158: December 30, January 5, February 14, 16 and 21 D class: November 3, 10 and February 16 Skegness, Lincolnshire 12m Mersey ON 1166: December 29 Skerries, Co Dublin D class: December 1 Southend-on-Sea, Essex Atlantic 21: November 1 (twice), 18, December 6, 14, 22 (three times), January 10, 16 and Feb 2 D class: November 1, 7, 23, December 14 and February 4 Southwold, Suffolk Atlantic 21: December 1 Staithes and Runswick, North Yorkshire *Statines attack (North Forscher State) Stornoway* (Lewis), Western Isles *52ft Arun ON 1098*: November 27, December 30, January 3, 24, February 12 and 22 Stromness, Orkney 52ft Arun ON 1099: February 16 and 19 Sunderland, Tyne and Wear 44ft Waveney ON 1043: December 1, February 16 and 18 D class: November 2 and 27 Teesmouth, Cleveland 47ft Tyne ON 1110: November 5, 16, January 1, February 2 (twice), 17 and 29 Teignmouth, South Devon Atlantic 21: November 19, January 9, 23 and February 2 Tenby, Dyfed 47ft Tyne ON 1112: November 19 D class: November 10, 16, 19, January 1 and 14 **Thurso**, Highland 52ft Arun ON 1149: November 20, 26 and

Décember 14

**Tobermory**, Strathclyde 54ft Arun ON 1052: January 18 **Torbay**, South Devon Relief 52ft Arun ON 1160: November 12, 17 and 19 *Saft Arun ON 1037*: January 9, 19, February 13 and 29 *D class*: December 15, January 3 and February 9 Trearddur Bay, Gwynedd *D class*: November 1 (twice) **Troon**, Strathclyde Relief 52ft Arun ON 1077: November 3 and December 10 *S2ft Arun ON 1134*: January 30 and 31 **Tynemouth**, Tyne and Wear *52ft Arun ON 1061*: November 12 D class: November 3 Valentia, Co Kerry 52ft Arun ON 1082: December 4 Walmer, Kent Atlantic 21: November 9 Walton and Frinton, Essex 48ft 6in Solent ON 1012: November 1, 25, December 14, January 12 and February 2 Wells, Norfolk 12m Mersey ON 1161: November 9 West Kirby, Merseyside D class: November 8, 20, December 1, 10, 17, 19 (twice), 22, January 17 (twice), 23, February 20 and 22 West Mersea, Essex Atlantic 21: November 9 (twice), December 21 (twice), 23, 26, January 18, February 1, 4, 15 and 22 Weston-super-Mare, Avon Atlantic 21: November 15, December 17 and 26 Weymouth, Dorset 54ft Arun ON 1049: November 12 and February 6 Whitby, North Yorkshire 47ft Tyne ON 1131: November 3, 5, 27, December 12, January 8, 18 and February 16 D class: February 7 Whitstable, Kent Atlantic 21: November 3, 10, January 8, 18 and February 1 Wick, Highland 47ft Tyne ON 1121: December 28, January 14, February 2, 8 and 17 Workington, Cumbria 48ft 6in Solent ON 1021: November 11, Décember 8 and 14 Relief 47ft Tyne ON 1141: November 22 Yarmouth, Isle of Wight 52ft Arun ON 1053: November 2, 10, 28, Youghal, Co Cork Atlantic 21: November 16, January 6 and 29

### Lifeboat Services November and December 1991,

January and February 1992 The services listed are those for which returns had been received at Headquarters by 30 April 1992. There may be additional services for which returns had not been received by that date.

## Around the Fundraising Regions

A list of branches and guilds from the Central England and Wales regions

### **CENTRAL ENGLAND**

RNLI 102 Birmingham Road Bromsgrove Worcs B61 0DF Tel (0527) 575017 Regional Organiser, Ms J. Feeney 118

### Warwickshire

Alcester Atherstone and District Bidford-on-Avon Coleshill and District Fillongley & Corley Henley-in-Arden Kenilworth Leamington Spa Nuneaton and District Rugby Branch Rugby Guild Shipston-on-Stour Stratford-on-Avon Warwick Guild

### Staffordshire

Ashley and Loggerheads Guild Cannock Cheadle Eccleshall and Stone Gnosall and District Leek Guild Lichfield Guild Newcastle-under-Lyme Guild Stafford with Rugeley Stoke-on-Trent Guild Tamworth Guild Uttoxeter Guild

### West Midlands

Birmingham Blackheath Bournville and District Brierley Hill and Kingswinford Coventry Branch Coventry Guild Dudley Edgbaston and Harborne Guild Erdington Great Barr Halesowen Hall Green and Acocks Green Guild Hampton-in-Arden Handsworth Wood Guild Kings Heath, Moseley and Hollywood Knowle and Dorridge Marston Green and District Oldbury Sedgley and Coseley Solihuĺl Stourbridge Sutton Coldfield Walsall West Bromwich and Wednesbury Wolverhampton

### Worcestershire

Barnt Green and Blackwell Guild Broadway Guild Bromsgrove Guild Droitwich Guild Evesham Guild Malvern Pershore Redditch Tenbury Wells Guild Upton-on-Severn Worcester Guild Wyre Forest

### Derbyshire

Alfreton Ashbourne Bolsover Chesterfield Clowne City of Derby Derwent Dronfield Duffield Eckington Heanor Hope Valley Ilkeston Long Eaton Matlock and Bakewell Ripley and Belper

### Leicestershire Ashby de la Zouch

Hinckley and District Leicester Branch Leicester Guild Loughborough Branch Loughborough Guild Lutterworth Guild Market Harborough Guild Melton Mowbray Rutland Guild

### Oxon

Banbury Bicester Chipping Norton Kidlington Windrush Valley Woodstock and District

### No<u>rthants</u>

Corby Daventry Kettering Northampton Branch Northampton Guild Oundle Towcester Wellingborough Guild

### WALES

RNLI Caerwys House Windsor Lane Cardiff S. Glamorgan CF1 3DE Tel (0222) 394546 Regional Organiser, Miss A. Williams

### Clwyd

Abergele Chirk Colwyn Bay Connahs Quay Denbigh Flint Branch Flint Fundraisers Hawarden Holywell Llangollen Molď Prestatyn Rhyl Branch Rhyl Fundraisers Ruthin St Asaph Wrexham

### Dyfed

Aberaeron Aberystwyth Branch Aberystwyth Guild Angle Borth Branch Borth Guild Burry Port Branch Burry Port Guild Cardigan Branch Cardigan Guild Carmarthen Fishguard Branch Fishguard and Goodwick Guild Hakin Point (Milford Haven) Haverfordwest Lampeter Little and Broad Haven Branch Little and Broad Haven Guild Llandeilo Llanvbyther Narberth New Quay Branch New Quay Guild Newcastle Emlyn Newport Pembroke Saundersfoot St Clears St Davids Branch St Davids Guild Tenby Branch Tenby Guild

### South Glamorgan

Atlantic College Barry Dock Barry Guild Cardiff Branch Cardiff Guild Cowbridge Creigiau Dinas Powis Llantwit Major Penarth Branch Penarth Guild Pentyrch

### Mid Glamorgan

Bridgend Merthyr Tydfil Pontypridd Porthcawl Porthcawl Branch Porthcawl Guild Porthcawl Souvenirs

### West Glamorgan

Bishopston Gower Horton and Port Eynon The Mumbles Branch The Mumbles Guild Neath Port Talbot Branch Port Talbot Fundraisers Swansea Vale of Neath

### Gwent

Abergavenny Abertillery Caerleon Caldicot Chepstow Cwmbran Monmouth Newport Pontskewett Usk

### <u>Gwynedd</u>

Aberdovey Branch Aberdovey Guild Abersoch Amlwch Bargor Barmouth Branch Barmouth Guild Beaumaris Branch Beaumaris Guild Beaulech

Caernarfon Cemaes Bay Conwy Branch Conwy Guild Criccieth Dolgellau Holyhead Branch Holyhead Guild Llandudno Branch Llandudno Guild Llanfairfechan Llangefni Menai Bridge Moelfre Branch Moelfre Souvenirs Penmaenmawr Porthdinllaen Pwllheli Rhosneigr South Caernarfonshire Treaddur Bay Tywyn

### Herefordshire

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### Powys

Brecon Builth Wells Crickhowell Knighton Llandrindod Wells Ulanidloes Machynlleth Newtown Presteigne Rhayader Welshpool

### Shropshire

Albrighton Bridgnorth Broseley Church Stretton Ellesmere Ludfow Market Drayton Much Wenlock Newport Oswestry Shifnal Shrewsbury Telford North Telford South Wellington Wem Whitchurch

> We are pleased to list branches and guilds from the Central England and Wales regions, together with the names and addresses of regional organisers. Our fundraising branches are always looking for extra helpers to assist with fundraising events, collections and so on, and anyone who would like further information on how they can help is warmly invited to contact their regional organiser.

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Have you considered placing an advertisement in the pages of The LIFEBOAT journal? Bookings for advertisements are now being taken for our Autumn issue - just in time for Christmas! For more information on advertising in these pages, please call Marion Bardsley on (0202) 671133.

## Volvo and the RNLI– History in the Making

"The basis for everything we do at Volvo is, and must remain, safety and care"– Gustaf Larson, Swedish engineer and co-founder of Volvo, 1927.

This principle has remained with Volvo ever since and therefore it is not surprising that Volvo should choose to lend its support to a charity like the RNLI, an organisation committed to preserving the safety of those at sea.

The fund-raising association between Volvo and the RNLI first began in 1987, when the 'Together We Care' campaign was launched. The original aim was to raise £250,000 towards a new offshore lifeboat over a two year period.

The campaign proved to be so successful, however, that the target was exceeded in less than a year and consequently two new offshore lifeboats were commissioned.

The first lifeboat was named 'RNLB Voluntary Worker', in honour of all the hard-working, RNLI volunteers who helped to raise the money by selling raffle tickets. The Tyne Class 'RNLB Voluntary Worker' entered service in the relief fleet in September 1988.

Suggestions for naming the second lifeboat were invited from the Volvo Dealer Network. The name 'RNLB Lifetime Care' was chosen, reflecting Volvo's customer care programme of the same name embodying the concern of both Volvo and the RNLI to save lives, whether at sea or on the road. The Mersey Class 'RNLB Lifetime Care' went into service in October 1989.



The Tyne Class 'RNLB Voluntary Worker' commissioned in 1988.

'RNLB Lifetime Care' a Mersey Class went into service in 1989.





Volvo and the RNLI decided to continue their partnership and announced a new £1 million campaign titled 'Building Together', to raise funds for a vital

modernisation programme for Britain's lifeboat stations.

In addition to providing the promotional material and a full-time coordinator to assist with the day-to-day running of the campaigns, Volvo has also supported other projects such as the Grace Darling Exhibition in 1988 and the RNLI's National Lotteries. Since 1987 Volvo has supplied a total of 41 cars as lottery prizes, the latest prize model being the 440 1.6 Li – a versatile hatchback with comfortable interior, sleek styling and of course the



traditionally high standards of safety one would expect from a Volvo.

Throughout the country, volunteers from many branches and guilds have worked closely with their local Volvo dealers, organising prize car displays to boost the sales of raffle tickets. Many dealers have helped with fund-raising events, providing volunteers with entrance tickets or space for an RNLI stall on the Volvo stand at local and county shows.

Goodwill and understanding have helped both parties work together for mutual benefit and undoubtedly this has ensured the success of all the campaigns undertaken so far.

Perhaps this is because Volvo and the RNLI are inherently well suited to each other. The traditional Volvo virtues of safety, reliability and durability could be equally well applied to the lifeboats and services provided by the RNLI. Volvo's commitment to its customers, its sense of social responsibility which places it in the forefront of research to make safer, cleaner cars, might also be compared to the RNLI's commitment to continuing research and improved lifesaving services.

Needless to say, Volvo and the RNLI are keen to continue their successful partnership and plans for the next fundraising campaign will be announced shortly.

Many thanks to all those who helped with these campaigns.

